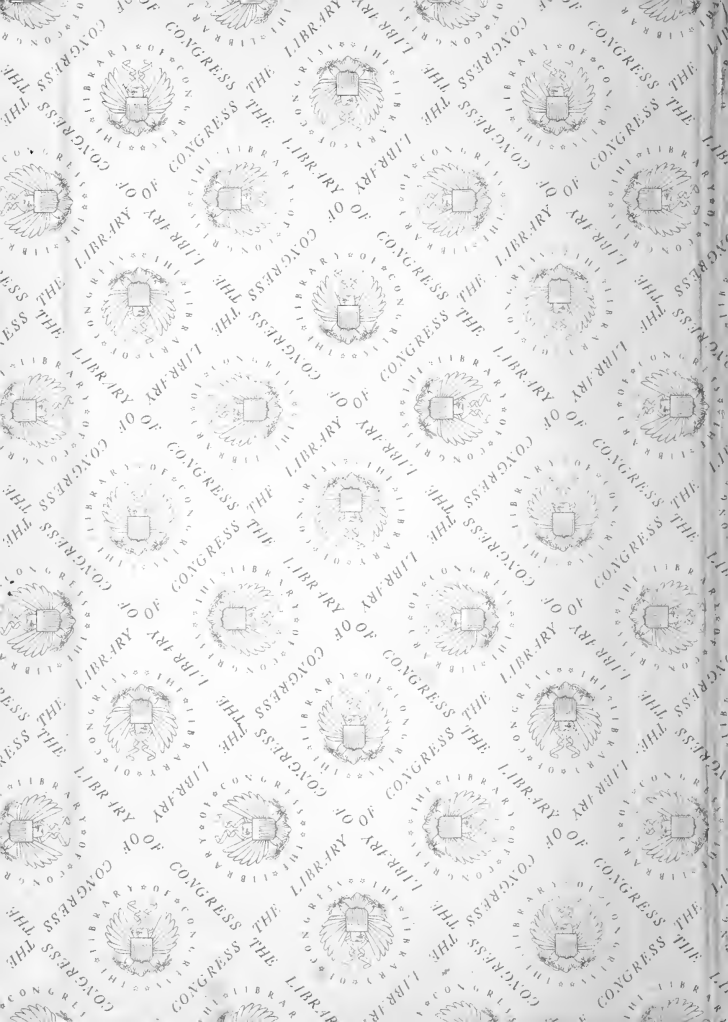
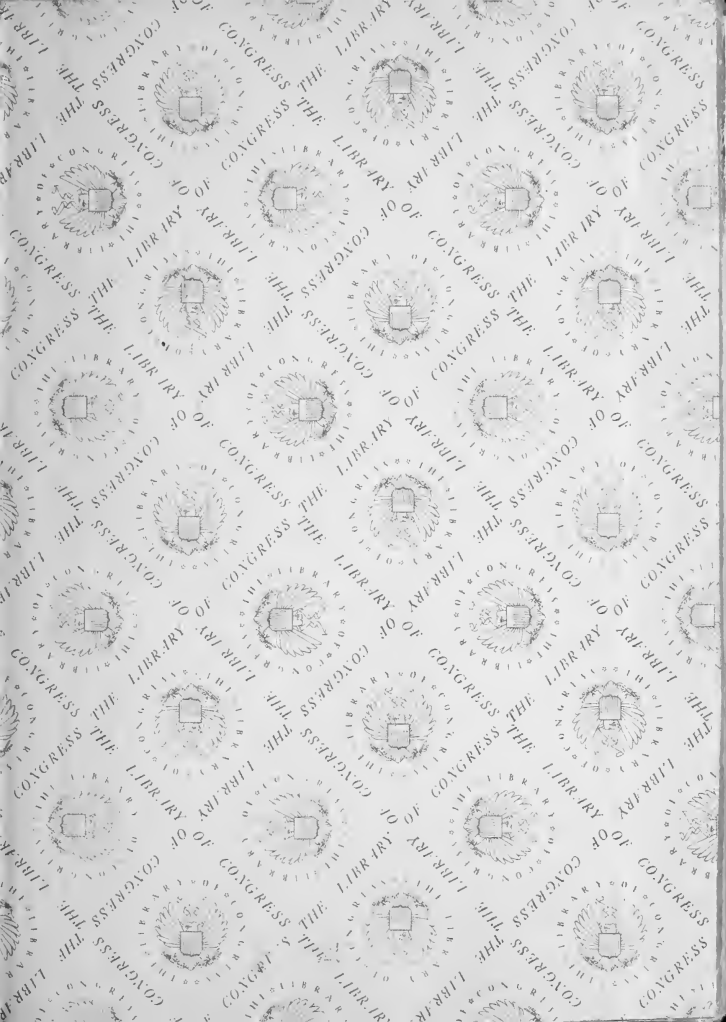


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The
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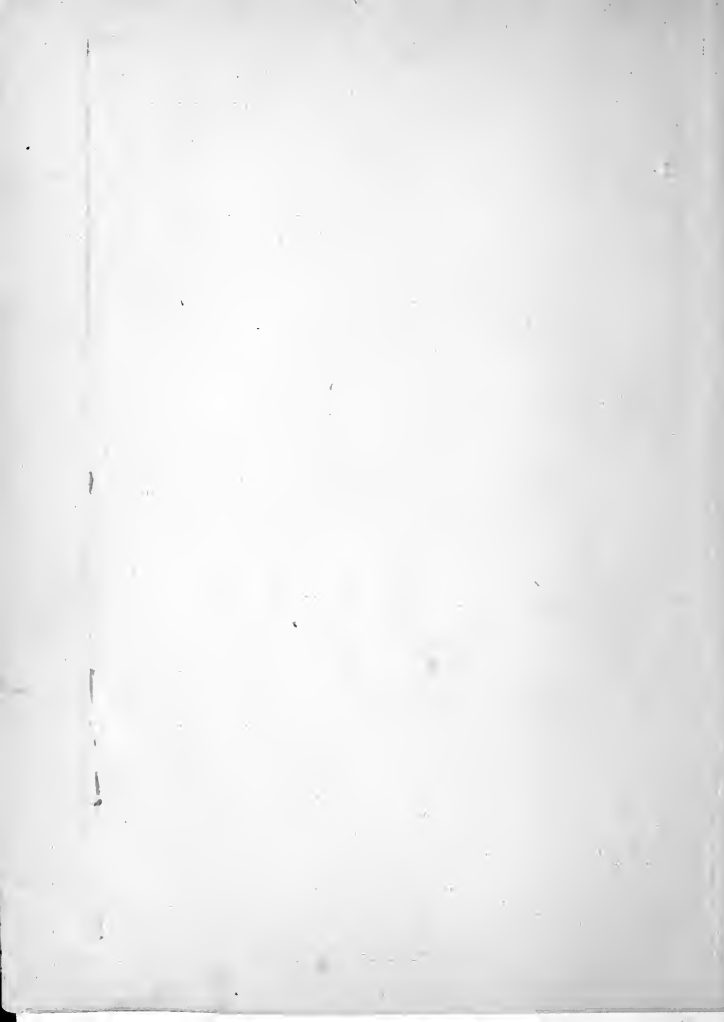
A DESCRIPTIVE NARRATIVE,

BY DR. J. M. HAWKS,

Of Hawks' Park, Fla.

—1887.—





—THE—
EAST COAST
—OF—
FLORIDA.

A Descriptive Narrative

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ILLUSTRATED.



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East Coast of Florida.

CHAPTER I.—EARLY HISTORY.

Discovery. Only twenty years after the discovery of America by Columbus, viz., in the year 1512, Juan Ponce de Leon, a companion of Columbus on his second voyage, landed on the eastern shore of what he supposed to be an island, and named it Florida. This title was afterwards applied to the territory as far north as Virginia and west to the Mississippi. De Leon landed a short distance north of St. Augustine. Several fruitless attempts were made to settle colonies on the coast within the next four years. The wonderful discoveries of treasures in Mexico in 1519 by the Spaniards turned the heads of that adventurous people. They expected to find similar quantities of gold and pearls among the Florida Indians. Stories were told of a mountain of gold at the northwest, of such glistening splendor that it could not be looked upon in the daytime, but must be approached at night. Strange stories were told of the natives. One of these explorers reported that he had found a race of natives who had the art of developing giants from an ordinary race of people by extra feeding and stretching the bones of the young. This extra feeding is somewhat after the manner practiced by a swarm of

bees to produce a queen from an egg that would otherwise have hatched out a common worker; another tribe had tails, and lived on raw fish. These tribes are probably living near that famous fabled fountain, in which to bathe would restore to old age the vigor of youth. The Indians firmly opposed the landing of the white men on their shores, and several attempts to settle colonies were broken up, and the projector driven out of the country.

Settlement. The first attempts to settle this region by the Spaniards were planned for rapine, defended by murder, and ended, as they deserved, in shipwreck, starvation, and slaughter by the natives. Panphilo de Narvaez in 1528 landed on the gulf coast with 400 armed men and 80 horses, and after an eventful and fruitless search for gold, embarked in rude vessels improvised on the spot for Mexico, and all but four perished. Eleven years afterward Hernando de Soto, who had assisted Pizarro in the plunder of Peru and amassed a great fortune, landed at Tampa bay with a thousand armed men and two hundred and fifty horses; but he too was doomed to a sad disappointment, the loss of his army, his great fortune, and his life, in this expedition in the vain search for gold. In 1564 Laudonniere, in command of three ships loaded with soldiers and supplies for a settlement of French Huguenots somewhere on the coast, first made land at St. Augustine, which was then an unsettled wilderness, and then coasted along to the next inlet, and entering the river we now call St. Johns on the first of May,

named it the river May. A few miles up, at St. Johns bluff, he landed and built a fort which he named Caroline. The next year Jean Ribaut was sent out from France with a fleet of seven vessels and five hundred and fifty persons, and supplies, to aid in permanently occupying the country. The settlers at Fort Caroline had become disheartened and homesick, and were to set sail for France on the next day, when the arrival of Ribaut gave them new courage. But while the French were busy unloading their supplies, and while four of their large transports were anchored outside the bar, a hostile Spanish fleet of war vessels came in sight commanded by Menendez, who had come prepared to drive the French "heretics" out of the country. The French vessels put to sea chased by the Spanish; but not overtaking them, the latter returned and entered a harbor which they named St. Augustine. They landed their supplies and built a fort. The French returned to their Fort Caroline and took all their able-bodied men on board, intending to attack the fort at St. Augustine; but they were driven south by a storm, and wrecked on the coast north of Mosquito inlet. While this storm was raging, Menendez marched from his fort with five hundred soldiers, and captured Fort Caroline and butchered the garrison.* The shipwrecked soldiers walked up the beach to the next inlet, and were taken across in small parties by the Spanish and murdered. This

* See History of Florida by Geo. R. Fairbanks, for a romantic and interesting account of the early settlements in Florida; for a more full description of De Soto's march, see Irving's Conquest of Florida.

deed of blood gave the name Matanzas to the inlet and river. A hundred and fifty from the same fleet afterwards came up and surrendered, and were spared; twenty others who refused to come in and surrender may have perished or been killed by Indians. The relatives and friends of these victims of cold-blooded murder petitioned the king of France for some redress for these wrongs, but in vain: it was left for a private citizen to take the matter in hand, and punish the murderers and vindicate the honor of his country. Dominic de Gourgues with one hundred and eighty-four men and three vessels, one of which was small enough to be used with oars, came over from France and having the aid of the Indians captured a fort each side of the mouth of the St. Johns, and the old French Fort Caroline, killing and taking prisoners all but a very few that escaped by flight. When Menendez butchered the French garrison he excused the crime on religious grounds, and caused the inscription, "*Not as Frenchmen, but as Lutherans*" to be suspended over the spot. Here DeGourgues hanged his prisoners of war, and over their bodies suspended a tablet on which was inscribed: "*I do this not as unto Spaniards, nor as to outcasts, but as to traitors, thieves and murderers.*" The French made no further attempt to colonize this region. The Spaniards rebuilt the fort and continued the settlement at St. Augustine.* The Indians did not at first take kindly to the Spanish missionaries, but killed a great

*For a very interesting and reliable account of the affairs in the early days of the Ancient City, see W. W. Dewhirst's History of St. Augustine.

many of them.* A tribe known as the Atimucas or Tamucas, was driven out by the English from middle Florida about 1705, and settled sixty-five miles south of St. Augustine; from them the Tomoka river took its name.

In 1763 the state was ceded to Great Britain; at that time St. Augustine had nine hundred houses and nearly six thousand inhabitants, including the garrison of twenty-five hundred men. The first English governor, General James Grant, took great pains to have the country settled up; liberal grants of land were made to soldiers and officers; forty families came from Bermuda and located at Mosquito in 1766, to engage in ship-building, and immigrants came from other British islands.

During the twenty-one years of English rule in this state, more real progress and improvement of the country was made than in the period of Spanish supremacy that had been nearly ten times as long; but the shadow of the Spanish throne was destined once more to fall athwart and darken these fair shores. In 1784 the English and Spanish crowns made a trade by which Florida was given back to Spain, and only three months given the English to dispose of their property and quit the country. Some went to the provinces, others to the Northern States, to Jamaica and other British islands. But it was a ruinous move both to the citizens and the country. The Spanish held possession of the state thirty-seven years, or until 1821, when it was ceded to the United States. Within fifteen years the rich coun-

*From their first treacherous treatment by the Spaniards, the Indians came to distrust all white men.

try to the south and to the north of New Smyrna was again settled, and this time cultivated by sugar planters. Between New Smyrna and St. Augustine there were eleven large estates where steam machinery was employed in the manufacture of sugar. In 1836 the Indian war broke out, and all the settlers fled from the frontiers to St. Augustine. Maj. Putnam and a small company from the latter place with a few volunteers from Mosquito, numbering in all 40 men had a battle at Dun Lawton with 150 Indians, but were compelled to retreat to their boats, and go to Bulow. One white man and two negroes were lost and 17 wounded; 16 Indians were killed. During the six years of this Indian war all the buildings outside of large towns were destroyed and the country laid waste. Not until 1842 was it safe for the inhabitants to return to the ashes of their former homes.

From 1842 until 1861 there were nineteen years of quiet in which to build up new homes. Then the war of the rebellion broke out paralyzing the industry of the State for four years. But since the close of the war the growth of Florida has been wonderful. Population in some counties has doubled several times. In the East Coast region south of St. Augustine for 300 miles there are now *twice as many villages as there were inhabitants then.* Railroads run in every direction, putting us in communication with the great net work system of America, and we are now cultivating the early market garden of the continent.

CHAPTER II.—PHYSICAL GEOGRAPHY, DEFINITION AND DESCRIPTION OF THE EAST COAST.

"Know ye the land where the cypress and myrtle
Are emblems of deeds that are done in their clime?"

* * * * *

Know ye the land of the cedar and vine,
Where the flowers ever blossom, the beams ever shine?

* * * * *

Where the citron and olive are fairest of fruit,
And the voice of the Nightingale never is mute?"

—Byron.

"Behold I have set the land before you; go in and possess the land."—*Deut.*: 1—8.

The State of Florida is sometimes, for the convenience of description, divided into North, South, East, Middle and West Florida. Such an arrangement is wholly arbitrary, as the boundary lines of such regions are imaginary. But the territory running northerly and southerly along within a few miles of the Atlantic Ocean is so well marked and isolated from the rest of the State, as to merit very properly the title of East Coast Region. As a type of this region take the land along the railroad, between New Smyrna and Orange City. First there is a high hammock on the bank of the Hillsboro river, which, with the Cottonshed hammock is say one mile; then open pine woods two miles; then the low hammock at Glencoe, and the dry scrub beyond, one mile; then the low or flat pine woods twelve miles; then the high rolling pine woods six miles, and lastly the river lands four

miles. Now every one of these tracts of land crossed by the railroad represents a strip or belt more than two hundred miles long with slightly varying features, crossed by the railroad at nearly a right angle. Beginning on the sea shore these belts occur on an average somewhat as follows: 1st, the Beach Ridge, one mile; 2d, the river basin or water-way, one mile; 3d, the high hammock along the west bank of the river one-half a mile; 4th, open pine woods belt, one and one-half miles; 5th, the low hammock belt, one and one-half miles; 6th, the spruce pine belt or white sand-scrub, one-half a mile; making a total of six miles. This typical belt will vary; the beach ridge is interrupted by inlets and cuts, the water belt or river basin is occasionally interrupted by a marsh; the high hammock is not always of the width here stated, and is sometimes entirely absent; the low hammock is not continuous along the whole line, but the sand-scrub west of the low hammocks is very constant; the flat woods are occasionally relieved by a creek, the banks of which are frequently higher than the surrounding country. In the vicinity of cape Canaveral, the coast region widens and the low hammock belt is wanting, and below Jupiter inlet the East coast includes everything between the ocean and the Everglades.

This coast extends through more than six degrees of north latitude, viz: from 30 3-4 deg. to 24 1-2 deg., and is washed along its entire extent by the Atlantic ocean. A brief description of some of the natural features of these various belts will now be given; the beach is generally of a fine sand of daz-

zling whiteness, hard packed and smooth as a floor, furnishing as fine a road for horseback or carriage riding or for the bicycle, as ever need to be; but above the reach of ordinary high tides the sand is loose, and blown about by the wind. Along next to the bluff, which is only reached by the high storm-tides, lies the drift-wood, consisting of fragments of trees and lumber that have floated down the rivers from the interior, broken furniture and deck loads of lumber, and other freight lost or thrown overboard from vessels in storms, gulfweed and seaweed; shells in great variety; and sea beans at certain times. Here and there along the beach are the parts of wrecks of ships and steamboats which have gone ashore, and are gradually sinking in the sand—Very few lives are lost on these wrecks, and a shipwreck on this coast is not a very dangerous affair; and both the danger and suffering have been greatly lessened within a few years by the life saving stations and houses of refuge at certain points along the beach. The beach ridge or peninsula is not as subject to frosts as the mainland. The advantage over the mainland at any given point amounts to about half a degree or 30 miles difference in latitude. This long line of beach is not the shore of the mainland; for all along behind it and parallel with it, there flows a body of tidal water, which separates the beach ridge from the mainland. This beach ridge is nearly continuous the whole length of the Florida coast, excepting the breaks in it at the inlets, and at the coral islands at the south end. This long and narrow strip of land

acts as a barrier, preventing the encroachment of the ocean on the mainland; it varies in width from one-fourth of a mile, as at Turtle Mount, to five miles at Cape Canaveral; but its most common width is about half a mile. Passing from the beach westerly the gradual change and improvement in the vegetation reminds the traveller of his progress down from the top of a high mountain—First are the sand drifts, changed by the wind so often that no grass or weeds can take root on them; others close by are covered with a scattered growth of beach grass and weeds; and a rank growing vine like the morning glory. The next green thing is the universal and the almost omnipresent saw palmetto. Whenever this gets fairly rooted the sand hills become permanent. A few ridges further on and low bushes are seen amongst the palmettos. These are the bayberry, white bay and scrub oak. The sand drifts are soon noticed to be in long ridges with steep sides, and deep valleys between. In these valleys the bushes grow larger, and soon they reach as high as the tops of the ridges—Small live oaks and red bays are seen; the oaks bend permanently to the westward on account of the prevailing winds. The sand ridges become gradually lower, and the trees taller, larger and straighter. Cedars become common, and just before reaching the river there are several rods of hard wood land or hammocks, sometimes very rich and productive—Shell heaps and mounds are common on the banks of the river—Frequently there is a marsh of varying width between the banks and the open river.

As a general rule, where the beach ridge is low and very narrow, say a quarter of a mile, only bushes are found growing; and the wider the ridge, the more hard wood growth on the river side. This ridge east of the Halifax is covered for several miles with spruce pines. At Cape Canaveral the hammock is first-class, as Capt. Burnham's celebrated orange groves and cane fields can testify.

Rocks. The finest specimens are from the beach opposite St. Augustine, Anastacia Island. Old Fort Marion, and most of the old houses in the town, and the sea wall are built of it. This rock occurs in layers, and crops out occasionally on the river shores; notably at Pacetti's, and at Lourcey's Point, and from there all the way down to New Smyrna, four miles. It underlies the land at the Haulover. East of Jupiter Sound, as before mentioned lime stone occurs; and a few miles north of Hillsboro inlet a ledge of rock resembles slate. The most remarkable shell mounds in the State are on this beach ridge. Green mound, probably 30 feet high and covered with trees, 3 miles north of the inlet. Turtle mound 32 feet high, 12 miles south of the inlet.

The next of these coastwise divisions to be noticed is the water belt, or river basin or series of tidal rivers, or sounds. There are a few exceptions to be mentioned as to the continuous nature of this tidal river basin, between the beach and the main; and these exceptional points have served to divide the waters and to give them various local names, for instance: be-

tween the mouth of the St. Johns and the inlet at St. Augustine, a swamp takes the place of the tidal river for a few miles: from this swamp the water flows both ways; the portion running north and discharging its waters into the St. Johns near its mouth is called Pablo Creek; and from the south end of this swamp to the St. Augustine inlet is the North River. From St. Augustine southerly about 20 miles to Matanzas inlet the river bears the same name of the inlet. The beach ridge between Matanzas river and the ocean is Anastasia island. A few miles below Matanzas we find this inside coastwise river again interrupted by a swamp or marsh; the brook running from it northerly is the Mata Compra creek emptying into the Matanzas river: on the south end arises Smith's creek, half a dozen miles or so in length, which helps, with Bulow creek, and Timoka river to make the Halifax, so named from an English lord. The Halifax may be considered a type of the coastwise river. It is about 30 miles long, and discharges its water into the ocean through Mosquito inlet. A mile from its outlet this river receives Spruce creek from the west through two crooked channels through the marsh, which is here half a mile wide and over two miles long to the north. Various channels of tide water meander through the marsh, many of which have no names. One of these terminating in a "pocket" is called *Fools Creek*. Sutton's creek is several rods wide, and navigable for schooners. Fowler's creek and bay are on the west side of the river; they are in reality part of the river, separa-

ted from its main channel by extensive marshes - For about six miles up the river from the inlet, the channel is contracted and crooked ; made narrow by Mangrove islands which have grown up from oyster banks which are abundant here. The last of these, the Pelican islands, surrounded by oyster beds, stands about mid river ; above these for twenty miles the river is three-fourths of a mile wide, straight as an arrow, and free from islands and marshes, bordered on either hand by hammocks and pine woods, with villages every 2 or 3 miles nestling among the oaks and palm trees, and the river dotted over with white sails, it is one of the prettiest sheets of water in the country.

Mosquito Inlet. This is a break in the beach ridge half a mile wide or more, through which the ocean tide pours in and fills these coastwise rivers ; from this inlet to the south for thirty miles or more the river is called the Hillsborough, named from an English lord. This inlet is probably at the lowest point for several miles, as both rivers discharge their waters into the sea together through this common channel ; and when the tide flows in, it divides, and a portion rushes on northerly up the Halifax : the other runs south up the Hillsboro. The tide here rises about three feet, and its current is strong in both rivers in the portions nearest the inlet, and where the channels are confined to comparatively narrow space. The ship channel through the inlet varies considerably, being changed by N. E. and S. E. gales ; buoys mark the channel, and there is at high tide frequently ten feet of water on the bar. The government

made a survey of the harbor and inlet in 1885, preliminary to making further improvements. A first-class lighthouse of brick and iron was in 1886 commenced a mile north of the inlet.

The Hillsboro River extends south over 30 miles; for the first 15 miles, it is 1 1-2 miles wide, but considerably filled with marsh and mangrove islands, among which the ship channel is somewhat crooked; the southern half of the river is 3 miles wide, nearly free from islands, expanding like a bay. The water is more shallow and the channel obstructed with coral reefs; this portion still retains the name of "the Lagoon." Our coastwise rivers are again interrupted by a narrow strip of land 800 yards wide, which separates the river just described from the Indian river; a canal was cut through connecting the two rivers at the Haulover, a few years ago, admitting boats drawing 18 inches, and of 9 feet beam. Here Nature, in one of her sporting moods, took a wide departure from her general rule of narrow beach ridge and narrow inside river: the beach ridge widens until at Cape Canaveral lighthouse it is 5 miles wide; and the river is expanded into a bay over 15 miles wide, having in it Merritt's island which is 8 miles in width at its north end; but within 30 miles she sobered down and worked in the usual manner to the south end of Biscayne bay, beyond which coral islands take the place of the beach ridge. There is no interruption in this interior river basin south of the Haulover until the Haulover is reached that separates the waters of Lake Worth Creek from Lake Worth—This lake is

about 35 miles long and about 2 miles wide, separated from the ocean by a beach ridge of a quarter of a mile wide. It is a part of the great system of internal tidal rivers, only cut off from other waters at the north and the south ends, by marshes. A little beyond the lake are the headwaters of the Hillsboro;* and this again is near the New river, from which low grounds continue to the head of Biscayne Bay. The few occasional obstructions to the continuous channel of this great natural water highway which have been noticed above are now (1887) being removed by the East Coast Canal Company—The dredges of the company beginning at St. Augustine have cut through the sand bars and made a straight channel down the Matanzas, up the Mata Comprá Creek and nearly through the intervening marsh to the head of Smith's Creek; the channel of the latter is being deepened and widened, and the Matanzas will soon be connected with the Halifax by a canal 30 feet wide and 6 feet deep.

The next or third of these natural belts is the high hammock along the west bank of the rivers. This is an excellent quality of soil, light and sandy, but made rich by the decay of hard wood leaves and by the animal remains, oysters, clams and fish left there by the Indians. The oyster shells are scattered all along and occur in banks sometimes several feet thick; the highest and largest of these on the west of the river are at New Smyrna, the site of Turnbull's house, and at Gad Bryan's grove at Hawks'

*There are two Hillsboro rivers on the East Coast, and one on the Gulf.

Park, and at Packwood's place, these are 10 to 15 feet high. The forest growth on this quality of land is a variety of oaks, hickory, cedar, cabbage palm, bay, and occasionally pine. When not too shelly it is first rate land for the orange, and for gardening. This belt is the favorite location for towns and villages. On it are situated St. Augustine, Ormond, Holly Hill, Daytona, Blake, Port Orange, New Smyrna, Hawks' Park, Oak Hill, Titusville, Rock Ledge, Eau Gallie, St. Lucie, Jupiter light-house, Biscayne, Miami, Cocoanut Grove and Cutler. First rate land on this belt within half a mile of a post office in Volusia County is worth from \$100 to \$500 an acre.

Fourth belt. Pine woods can be counted on as one of the constant features in Florida. On this belt occurs much of the yellow pine timber from which the lumber is made on the coast. This is good farming land, and with proper manuring any crop can be raised to advantage, including oranges and other fruits. One peculiarity of this belt is the occurrence in it of savannas, which are shallow grass ponds containing a few inches of water during a rainy time, but are dry most of the year. They vary in width from 5 to 10 rods or more, and are often several miles long, almost always running parallel with the coast and the river, and were probably once lagoons connected with the river, or indeed beds of former rivers. In travelling up or down the coast one may go all day without crossing one; but if he travel east or west, he is liable to meet them every half mile. These

savannas are too wet to produce trees, and only grass grows on them. Country coastwise roads frequently run along the borders of these grass ponds, which saves the labor of chopping trees from a roadway. Another peculiarity of this belt is that it sometimes has a subsoil of hard sandstone of an iron-rust color. Such land covered with gallberry bushes is supposed to be naturally unfit for the orange. Experiments have proved that with proper drainage and mulching, orange trees do well on it. Fifth belt. The low or heavy hammocks. These are more variable than any of the other belts, in width and in their continuity. They have usually a black, clayey soil resting upon a stratum of shell marl or clay; sometimes both are found. Nodules of fossiliferous rock, probably limestone, are found on the surface and beneath it. These occur in irregular masses, rounded as though water-worn. Pieces of coral are found in digging ditches and wells.

These lands are generally lower than the sandy belts each side of them, which circumstance has given them the name of swamp lands. Long and narrow ponds or muddy sloughs sometimes occur, running in the same general direction as the hammock. Alongside of these there are higher portions, which answer tolerably well as locations for dwellings. The growth of timber is very large; live oaks are sometimes seen five feet through, and hickory or white walnut three feet through, and other trees proportionally large, except the palms, which grow taller, instead of larger, on this rich

land. Other kinds of wood there, are cedar, maple, bass or wahoo, elm, ash, sweet gum, sour and bitter sweet orange, bay and pine. The orange is a native forest tree, and was found growing here and mentioned by the early Spanish explorers. These are the natural farming lands, and are the best in the State; they are well adapted to the growth of the sugar-cane, corn, potatoes and vegetables of all kinds. The most profitable orange groves are on this kind of land; for while they can be cultivated and made to do well on pine land, the growth is much more vigorous and thrifty in the hammocks; besides, they have here better protection from the winds, an item of great importance that has been too much neglected heretofore. These are also natural grass lands. Neglected old fields, instead of growing up with broom grass in bunches, and weeds, become covered with a rich, succulent grass which forms a heavy sward or sod, affording the best of pasturage and hay. Examples of this are familiar in the fields of Dunn Lawton and "St. Joseph," near Matanzas. It was these lands that Dr Turnbull cultivated in indigo and sugar-cane. They have been planted since then in cane, but this industry was destroyed by the Indian war of 1836 to 1842. Picturesque ruins of the old stone sugar-mill are still standing near New Smyrna, "St. Joe's," and at Bulow's, overgrown with vines and trees.

In order to make these hammocks available to workingmen of small means, there must be a comprehensive system of drainage perfected, by clearing out the old Turnbull canals and the side ditches that

connected with them, and then selling the land in small bodies on easy terms. A glance at a county map shows that these lands are covered by large grants of from one to three thousand acres each. These grants are generally held by heirs of the original grantees, who are living in various parts of the United States. The current price before the war was ten dollars an acre. Within a year or two sales have been made at thirty to fifty dollars an acre in large lots, and at Daytona, in ten-acre lots, for one hundred dollars per acre, all unimproved. No railroad already running to the coast can long afford to neglect extending itself along on one side or the other, the whole length of these bodies of rich lands.

Sixth. The spruce pine scrub belt extends all along on the west border of the land just mentioned. It is apparently white beach sand, covered with a growth of small spruce, pines and bushes: high, dry and healthy location for dwellings of those who cultivate the lower rich lands. This kind of land is of little or no value for agricultural purposes, but will come to be appreciated for residences of those having groves and gardens near on the hammocks, or flocks and herds grazing in the flat woods further west.

Seventh belt. The flat woods or prairie, covering a territory fifteen miles wide, more or less, extending all along the coast. It is covered in some places with a thick growth of pine timber. The cypress swamps and ponds are in this belt. The soil is naturally good in many places, and this whole tract is capable, when reclaimed, of sustaining a

large population of stock-raisers, fruit-growers and farmers. The six foregoing belts or strips of territory may all be comprised in one, which we propose to call the *East Coast Belt*, as mentioned before. Some information concerning the southern extremity of the East Coast belt is contained in the next chapter. Geologists suppose that in the early ages the ocean extended west to the red clay soil and fossil-bearing limestone of the middle part of the State, and all these eastern belts are the results of the winds and waves of the sea. A similar process of building up from the sea is going on at the present day. The cause of the beach ridge that extends all along the East Coast is a matter for philosophical speculation. M. E. de Beaumont, quoted by Volney in his Notes on North America, estimates that one-third of the coast line of the continents is fringed with such bars or banks. Whenever a canal empties into an open part of a river, a similar ridge is formed by the action of the wind meeting the force of the current. At the outlet of the canals on the Halifax this bar trends southerly, as the prevailing heaviest winds are northeasterly. Perhaps the Tomoka once ran directly into the sea, and in the course of ages the beach ridge has been piled up and grown toward the south. Perhaps the fresh upper portion of the Indian River once ran into the sea north of Cape Canaveral, and Elbow Creek, Turkey Creek and St. Sebastian River helped to pile up the beach ridge that protects their mouths from the waves of the sea.

CHAPTER III.—COASTWISE TRAVEL IN 1865
AND 1869. JOURNEY FROM PORT ORANGE TO
MIAMI, AND FROM PORT ORANGE TO ST. AU-
GUSTINE.

"The city was large and great, but the houses were not yet
builded." —Bible.

The tourist or an emigrant who visits the East Coast of Florida to-day, riding comfortably and swiftly along in the cars or in the steamboat, and who finds plenty of good hotels all along his route, can hardly realize the change that a few years have made in these matters. In the old Arabian story, the charmed phrase, "Open Sesame," when spoken by the magician, threw back on their hinges the massive doors, and revealed the untold wealth that was hidden there. Greater than the magician's wealth is that which lies along the Eastern Coast, and has been practically locked up, waiting for the magician's word. The magical word has been spoken—it is "Transportation"—and now the rich mines of the coast, of health and wealth, are open to all the world. The following records of journeys show how we used to travel and live on the coast before the steam engine reached these shores.

In 1869 I lived at the site of the "Old Mill," the boiler of which had burst, and the company that owned it had collapsed. My friend Purdie, late from the Custom House at Hilton Head, S. C., and myself had risked all our available funds in stock in and loans to the aforesaid company, and with its failure departed our last dollar and all our long-cherished hopes of a town at that point.

For many months we had desired to make a visit to the southern coast, and were at last led to decide on the journey by Lieut.-Gov. Gleason of Miami, who called at my house on his way home from Tallahassee. It was arranged that we should start in a few days after he left, and he would wait for us at Jupiter Light-house. We had borrowed a small sail-boat of neighbor Mailey, and stored it with rations raw and cooked and such other things as we thought would come handy, including a spade, a hatchet, and stock of "lightwood" for the ready kindling of fire. A colored man was to go along with us, so we waited for him beyond the time set for starting, and finally sent up the river six miles after him, but he had changed his mind, and Purdie and myself started on without him. It was 4 o'clock P. M. on the 5th of May when we spread the sail of the Madeline to the breeze and pushed out from the wharf, and with wind and tide glided down the river Halifax, across the inlet and up the Hillsboro. That night we staid at my shanty on the Alvarez place (now Hawks' Park), where Drawdy had a corn-field. The next morning at 5 o'clock we made coffee at Drawdy's and took it on board, not waiting to get breakfast on shore. We called at Turtle Mound, and at Capt. Collier's at Castle Windy. J. D. Mitchell lived at Oak Hill, William Williams (Bill Scobie) a mile beyond, and Arad Sheldon another mile further on. These were the only houses on the Hillsboro river from New Smyrna to the Haulover canal, excepting the shanty of Drawdy and Henry Sawyer's half a mile below.

The landmarks showing the entrance to the Haul-over canal, on the west side, were two stakes standing in the water half a mile from the shore. The water is about two feet deep in this part of the river, and is not affected by the tides, but the wind, whether north or south, varies the depth of water several inches. We had no difficulty in finding the canal, but the entrance to it was so shallow that we had to unload our boat and drag it through into the canal, where there was deeper water. It took us two hours to get our boat through into Indian river, which we accomplished by 4 o'clock. We concluded to stop over night at a house about half a mile from the canal. We made fast our boat to a stake a quarter of a mile from the shore, so that our provisions might be safe from the lean and hungry dogs and hogs that roam along those shores. With our trousers rolled up above our knees, and with shoes and stockings in our hands (the usual style in those shallow waters where there are no wharves), we waded ashore and engaged lodgings for the night, our boat being too small to sleep in. The land here was level and fertile, underlaid with coquina rock. The canal was cut through this rock, and the sides in some places having been undermined by the current, had fallen in. The ridge along the east side of the canal, formed of the rock and soil that had been thrown out in making it, was fringed with cedar trees, along which a foot-path extended from one river to the other. The new canal for steamboats is being made half a mile farther west. Our prospect of getting supper with

the family looked rather dubious, as the woman informed us that they had nothing in the house to eat, but the boys were out hunting. So we waded back to our boat and brought off some pork, flour, sugar and coffee for ourselves and the family. By the time we had returned, the boys came in with six ducks, which, together with our own rations, made quite a feast. No useless floor covered the ground of the kitchen and sitting-room, and on our first arrival the good woman was spinning yarn on a large wheel, and at the same time smoking a pipe; a hen with young chickens was tied by a string in one corner of the room. There were no spare beds, and so before dark we found two wide boards about 6 feet long, which we placed on the table at bedtime, and proceeded to arrange our couch for the night. With our own blankets under us, and our mosquito nets suspended above us, and with all our clothes on, we got a fair night's rest. As the boards projected beyond the table at each end, it required a little care to mount into place; and then to turn in the night from side to side, and not fall off or drag down our nets, was a work requiring considerable skill and caution. The next morning we alighted from the table betimes and desired to get an early start, but it takes about two hours to get a meal in this country over the open fireplace, whether there is anything to get or not. No charge was made for our entertainment. We packed up our blankets and the remainder of the rations, and as we "toted" them from the shore to the boat, the sun from high up in the sky reproached us for being so late. On

reaching the boat, what was our horror and dismay to find that the box containing our cooked provisions had been uncovered and the contents devoured by the dogs! After uttering a few interjections, we were compelled to view the remains in sad silence, for there were no words adequate to the occasion.

The river here is six miles wide. In setting sail for Sand Point, now Titusville, we bore west of south till we passed Black Point on our left, when the houses at the Point could be seen about 8 miles off on the right bank of the river. A dark, heavy hammock forest extends for miles along the west side of the river. In that hammock Aurantia was situated. This settlement was started by Bliss & Co., of New York city, several years ago. It was abandoned on account of being too low. At Sand Point we waded ashore, as usual, and took a brief look around the place. Col. Titus, a noted leader in the border war in Kansas and Missouri, where he and Col. Montgomery (Tall Jim) hunted each other, kept a hotel there at Sand Point, and there were two stores in the neighborhood. The location is level and apparently healthy, and the town had "great expectations." Our larder was replenished here by R. S. Sheldon, of New Smyrna, who kindly gave us a ham of venison. We did not make any more landings that day. A few miles south of Sand Point our boat struck a half-sunken log in the river, and we feared for a minute we should sink, but the boat was not injured. Toward night, having been wet in a shower, we put up at Gardner Hardee's, who was clearing for orange groves in some excel-

lent high hammock land. Here is a bold shore, with deep water. Thinking there would be no mosquitoes where there were no signs of marsh or moist ground, we left our nets on board the boat. But after we had retired we regretted this, as the "insects" were fearful, and we got but little sleep. This was our first visit below Sand Point; everything was new and interesting to us. We were surprised at the width of the river, and at the high banks for miles along its western side, but the houses were "few and far between."

Merritt's Island is thirty miles long, triangular in shape, its base at the north eight miles wide, tapering to a point of rock at the south end but a few feet in width. It is mostly pine land, and at that time had perhaps half a dozen settlers on it. From this island westerly to the shore of the river at Sand Point is seven miles, but the river grows narrower toward the south. That portion of the Indian River on the east side of the island is called *Banana River*. It is in some places five miles wide.

Banana Creek is the body of water extending from Indian River proper to Banana River, across the north end of the island. It is filled with low islands, amongst which the channel is of rather blind and difficult navigation for strangers. On Saturday morning, 8th of May, we left Hardee's at 5.30, and in three hours we had reached Elbow Creek, where a little incident caused us to land here and remain the most of the day. The wind was directly aft, and too strong for our little boat. A wave came over the stern, half filling the boat, and

drenching everything we had on board. We sailed into the mouth of the creek and landed at Mr. Adams' and staid, drying our clothes, till 4 P. M. We set sail again, but had gone but a few miles when we made a landing under the high bank on the right side, and prepared to camp out for the night. Our bill of fare was ample: fried pork, broiled venison, fried cakes from a pail of batter raised with yeast in the most approved style, coffee and syrup. A few bushes laid on the ground under our blankets made a good bed, and our sail made a good roof, under which we slept soundly. Sunday, the 9th, we breakfasted early and got started on our way at 6 o'clock. The wind, still fair, but more moderate at first, soon blew a light gale, it seemed to us, but we kept on, dining at Payne's, at Fort Capron, at 3 P. M., and proceeding on fifteen miles further, we camped for the night on the Judge Herman place, having travelled that day over sixty miles. In the morning we passed Cape Malabar, Turkey Creek and St. Sebastian River. These streams come into Indian River on the right. The entrances to them are rather inconspicuous, and would be likely to be overlooked unless the traveller was on the watch for them.

Cape Malabar, which many suppose to be on the outside in the ocean, is a low bank of white sand, extending from the west shore of Indian River half a mile or so into the stream.

About fifteen miles below St. Sebastian, the river banks ahead appear to approach each other, leaving a narrow gateway for the river. This is *The*

Narrows. The contraction in the width of the river is apparently caused by the growth of oyster banks on the east side of the river, which have become covered with forests of mangroves. The channel which is left is being encroached upon in the same manner. This condition of the river continues to the *Indian River Inlet*, which has a depth of water on the bar of four or five feet. Mr. Payne was Deputy Collector there. The frost of 1868 had killed a large avocado pear tree there.

Fort Pierce, or *St. Lucie*, is three miles below. It is an elevated location, and a good site for a town. The store and post-office was then kept by Capt. Frank Smith, the representative in the State Assembly for Brevard County. This was then the last house north of Jupiter Inlet, a distance of thirty-seven miles. The land-marks by which the Herman place had been described were two tall cocoanut trees standing near each other, and the hedges of lime bushes. The cocoanut trees had been injured, and perhaps killed, by the frost of the last winter. We landed on a great rock, which was overhung by a sea grape tree a foot in diameter. The old orange grove was on high ground, but it had been neglected, and the trees, overrun with sour sprouts and bushes, were dying or dead. That portion of Indian River south of the inlet is called *St. Lucie Sound*, although there is no apparent change in the direction of the river that would seem to call for a new name. The water is more shallow, which may account for the enormous amount of turtle grass that grows there. It greatly obstructs

the passage of boats. The phosphorescence was very brilliant here at night, the wake of the boat resembling a stream of fire.

Next morning we set sail at 4.30 o'clock, and landed at Mt. Elizabeth, a high palmetto hammock at the confluence of the St. Lucie and Indian rivers. We also made a landing at Gilbert's bar on the east side. *The Narrows* are a series of crooked channels among the hundreds of mangrove islands. In passing through we probably got out of our direct way and into it again several times without knowing it. About the only island of solid land we saw seemed to be a camping-ground, and we went ashore there. The trunks of the mangrove trees here are held up several feet from the surface of the mud islands by roots which branch off like the legs of a spider. Larger and finer specimens of air plants in blossom than we had ever seen before, were abundant on the branches of these trees. Following the tide, which was on the ebb, toward the inlet, we finally emerged from the watery forest into a broad expanse of the river known as *Jupiter Sound*, which is about half a mile wide. Here the relation between the beach ridge and mainland is the reverse of what it is farther north, along the Upper Indian and Hillsboro rivers. Instead of the sandy, barren condition of the beach, as on those rivers, it is here a rich alluvial soil, considerably mixed and covered with boulders of limestone, and covered with a growth of hard wood indicating first-rate hammock land. On the west side of the sound the land rises to a considerable height—about fifty feet—but it is composed of

sand-heaps that look like snow-drifts in the distance, and are thinly covered with a growth of stunted pines and scrub oaks. After the doubt and anxiety we felt in the dark forest of the Narrows, a sense of relief and security refreshed us as soon as we entered the sound and saw the friendly light-house in the distance. We arrived there at 3 P. M., and found our friend Gleason waiting for us and ready to proceed in the morning. We had time to look around the place and go up to the top of the light-house, which is 170 feet high, from which we had a fine view of the surrounding country. On the east lay the Atlantic Ocean; on the north Jupiter Sound stretched away to the Narrows; on the south, close by, was Jupiter River, a fresh water stream, while seven miles away lay Lake Worth; to the west extended a great ocean of pine woods farther than the eye could reach.

From Jupiter to Miami is a hundred miles. It was then an unbroken wilderness without a human inhabitant or a road, and the only ways of reaching that distant point were by sailing vessels outside, along near the shore, or walking along the sea beach. Gov. Gleason had a project in his head for a canal to connect the whole series of internal rivers along the coast with Biscayne Bay, and he wanted to view the lay of the land and water along the proposed route a part of the way. And the plan was to go up the creek through the sawgrass marsh with a flat-boat, and haul it over into the lake, then proceed in it to the south end of the lake, when we would have only about sixty miles to walk. During

the night Mike Axter, the mail carrier, arrived from Miami on foot, as was his customary way of taking the mail. Mike was a stout Norwegian, over six feet high, and a great walker. He was a valuable acquisition to our company, which now consisted of five: Gleason, Wells, a young man from Sand Point, Mike, Purdie and myself. On Tuesday, the 11th of May, the day was fine as could be desired. Wells' flat-boat, the Lucy Long, had been stored with four or five days' rations and such outfit of other articles as we expected to need on the way. We started with light hearts and bright hopes, expecting to be afloat in our batteau on the bosom of Lake Worth in three or four hours. At first we sailed up the creek, which was deep and clear of sand-bars; the wind failing, we had to row. The country through which we passed was not very inviting; there were some fertile spots, but most of the land was covered with oak and other scrub, and small pines.

Noon came, but no signs of the lake. There were several branches in our stream, and there was some doubt as to which was the right one. By the middle of the afternoon we reached the border of a great sawgrass marsh, in which several smaller streams had their origin, and united here to make the creek up which we had toiled. We selected one of these channels and went on, poling the boat, as the stream was too narrow to allow of rowing. After a little, Mike got out and waded, taking the boat's painter over his shoulder, and rendered great assistance by towing. Our stream gradually grew

shallower, and afforded a scanty supply of water for even our flat-boat. Then Wells volunteered to step out into the creek and push behind; he was soon followed by Purdie and myself, one at the painter, the other behind. Toward night the channel widened and deepened, and we came to dry land on our left suitable for camping on, so we cleared away the scrub, and spread our sail over poles and made a good tent, completing it just in time to have it protect us from a drenching rain.

The next morning, the 12th, we started with fresh hopes of being soon at the Haulover, but our creek soon became as bad as ever, and even the Governor had to get out into the mud, which was deeper than the water, and help push the boat through the lily-pads and sawgrass. This grass is higher than a man's head, and the edges of the long blades are armed with teeth like those of a sickle; by carelessly striking the hand down by a blade of this grass, it could cut through a finger to the bone. A man climbed the mast to look around, but nothing but the tall grass was near us; to the east were pine trees, and we concluded to investigate on foot. Three of the party walked easterly through the marsh to the pine woods, from which they could see the lake; they brought back some dry wood, and we bent over the tall grass, and used a board for a hearth, on which we made a fire and boiled some coffee. It was evident that we had come up the wrong channel, but we disliked to go back; so we pushed on as near the land as we could get the boat, and went ashore and camped for the night.

The question for debate that night was: shall we cut a trail, get rollers, and haul the boat over the ridge through the mile of pine woods into the lake? The boat was large and heavy, our provisions nearly half gone, and we concluded to abandon the boat, taking along the sail and ropes and light articles. We concluded to go to the shore and build a raft on which to cross the lake, but on reaching the shore there was a scarcity of proper material, and we decided to walk round the north end of the lake. On account of the thick scrub along the shore, we found it easier to wade along in the water most of the way. The surface of the water was thickly strown with dead fish, mostly catfish, and another kind resembling shad. We afterwards learned that the cause of this destruction of the fish was the closing up of Lang's inlet from the lake into the sea; while that was open the lake was salt; now that the tide was shut out, it was becoming fresh again. We estimated that there were many thousand barrels of these decaying fish, and the air was filled with the unpleasant odor.

We soon discovered that it would probably take all day to walk round the end of the lake, and discovering a sort of cape or tongue of land projecting into the lake, we concluded to cross over on to that cape, as the stream which separated us from it was about five feet wide. This was a large creek that emptied into the lake, and was too deep to be forded. And as some of the party could not swim, Purdie volunteered to swim across and carry one end of a rope, which he made fast to a stake, and

the others were aided across. Our clothing was got over dry, in a bundle tied up in a rubber blanket. There were half a dozen huge alligators watching the movements at our rope ferry, and only a few yards away, apparently not daring to risk an attack ; but as the last man got safely across, these slimy monsters lashed the water with their tails, no doubt swearing mad that they couldn't have had a little variety in their diet of dead fish. Soon as we were safely over a tremendous shower came on, from which we kept dry with the sail ; but we soon got wet in crossing the land through the weeds and bushes in the old field we went through. Arriving at the eastern prong of the lake, we made a raft of small dry logs and piled our clothes and other goods, and with ropes attached, it was hauled across. The water was only about waist deep, but the mud was so black we could not see the bottom. I kept a few rods ahead of the raft, with a long cane looking out for deep holes and stray alligators, but found none of either, and we landed without further incident. The only mishap with the raft was the wetting of all our bread, sugar and coffee, and the getting of our clothes covered with ants, myriads of which crawled up out of the half-rotten logs of our raft. The beach ridge was quite narrow at that point, and in a few minutes we were on the ocean shore. Mike immediately strode off down the beach, and was soon out of sight. The Governor and Wells made a cache, and left all their heavy articles, such as the guns, ropes, etc. The day was nearly spent when we all started on our long walk. It was

nearly night when we overtook Mike at *Crowell's Well*. This was a watering place very important to travellers along that highway, since the water of the lake had been spoiled for drinking and cooking purposes. The well consisted of a pork barrel with one head out, set a few inches down in the sand, to catch rain-water; long pieces of bamboo cane, split in two, reached out from the barrel in all directions and served as conductors to the reservoir. With some of this water Mike had boiled coffee in his tin pail over a fire of driftwood that was blazing cheerfully on the sand, and was eating his supper; he treated us to coffee and biscuit. Mike carried the mail over this route every two weeks; he went in light marching order, the mail being much the lightest portion of his burden. His outfit consisted of biscuit, coffee, a tin pail and cup, hatchet, matches, pipe and tobacco, carried in a corn sack. He usually walked night and day, resting at intervals as occasion required. Here we were, at the end of three days of tedious work, only nine miles on our way; ninety miles to walk, and about two days' rations. In view of these last two considerations, Mike was sent on ahead with all speed to get some one at Miami to come up twenty miles and meet us at the head of Biscayne Bay with provisions. The United States mail pouch and its carrier soon disappeared, and we saw them no more till we reached our journey's end. Gleason had been over the road many times, and was acquainted with every nook and corner, and the distance from one noted point to another. We camped that night

near Lang's inlet, and some of our party went foraging over on an island for sweet potatoes. They came back with nearly a bushel, and reported that there was a field of four acres of them that had stood there through the last winter. Lang, who formerly lived there, had been driven away by the horrible odor of the dead fish, and was living on Indian River.

Friday, the 14th of May, was our fourth day out from the light-house. We were not now afraid of going hungry; each man had about a peck of sweet potatoes; these, roasted, are a good substitute for bread. The beach along here was narrow, and composed of coarse, loose sand, into which we slumped, as into snow, about two inches at every step. The walking was tiresome, and twenty miles was a fair day's march. We soon learned that it was much easier to march Indian file, stepping in each other's tracks. Whenever the leader stopped to arrange his luggage, the others passed on and he fell behind. All day we were on the lookout for another cask of water, but found none. About noon we saw a stake on the bank at our right, indicating a path, which we followed, hoping it might lead to a spring. We found where a well had been commenced, and we dug further down with our spade some eight feet, finding only coarse, dry sand. Three of us remained for some time, resting in the shade and prospecting for water. The next well we dug was near the border of the lake, and perhaps three feet deep. The water in it was black as coffee, tasted like epsom salts, and had the odor

of rotten eggs. The third well, a little farther from the lake, afforded clear water, but very brackish and sulphury; but we were compelled by thirst to drink of it. Gleason facetiously called it an aperient mineral spring. Not long after, when we had resumed our march, the following colloquy was heard:

“Oh, Governor.”

“What say?”

“There is virtue in the water of that mineral spring.”

“No doubt of it, but what makes you say so?”

“Because it operates in just three-quarters of an hour.”

Wells, who had impatiently left us before we found our mineral spring, had not been seen since one o'clock. The sun was getting low, and we began to look out for a good place to camp for the night. G. was lame and feverish, and Purdie assisted in carrying his heavy rubber valise. I walked on ahead, and a little after sunset halted and kindled a fire; the flames soon spread in the dried grass and ran up on the ridge, lighting the scene for miles along the shore. This attracted Wells' notice, who was only about a mile ahead; he came back for us, and we went on to his camp-fire, where he had roasted some potatoes, and made coffee with water from the lake. After supper one of the party went to move further from the fire, and being blinded by the blaze, and being too tired to look carefully, sat square down on a bunch of prickly pears; but tired as he was he quickly changed his base, and suffered for his carelessness more than a month afterwards.

Some of these cactus thorns will prick through the leather of a boot as easily as an awl. We lay down in our blankets on the sand rather low-spirited, as we feared that Gleason would not be able to go on in the morning. But when the next day came, which was Saturday, he felt much better, and was ready to march with the rest of us; but he lightened his load by leaving his blanket on a log for Mike to bring, and giving his valise into Purdie's care. He started on ahead barefoot, carrying his shoes in one hand, and a long cane in the other; the back of his neck was blistered the day before, and he dexterously managed to shield it from the sun with a portion of some white undergarment; it was a serious matter, but we had to laugh. The Governor was two miles ahead when we started. Wells had about a load for a mule; this he tied up in his woolen blanket, and swung first on one shoulder, then on the other; he took the lead, Purdie was next, well loaded with his own luggage, and yet able to assist a weaker neighbor. I carried a mosquito net, and a rubber blanket rolled up and the ends tied together in the form of a hoop and carried on one shoulder; my shoes and stockings tied together and suspended from the handle of my spade, which I carried on the other shoulder; then in the hand that was least engaged I carried a handkerchief full of sweet potatoes, and some rare shells which I occasionally picked up on the march. There was no hope of getting water to drink until we arrived at the south end of the lake, which toward noon we hourly expected to do. Some

cocoanuts we found on the beach gave us some relief. Many times that long forenoon one of us had gone up to the top of the beach ridge, hoping to see the end of the lake, but the hateful, stinking water was still there. It was nearly noon when we espied the Governor far ahead, out of hearing, waving his handkerchief on a pole. We all knew instantly what it meant, and sent up a shout of rejoicing. Tears of joy moistened every eye. He had passed the lake and found fresh water in a swamp. How we all enjoyed that clear, sweet water, as we sat there near it eating our scanty lunch that noon. No artificial drink ever tasted half as good as that, and water never tasted so good before. That night we camped at sunset on a great ledge of rock that jutted out across the beach into the sea. Sunday, the 16th, we arose from our hard bed and started before 6 o'clock, and soon passed Boca Retoms, where stood a little board shanty, from which it is six miles to Hillsboro Inlet. We crossed this inlet, wading and carrying our clothes on our head. On the south shore of the inlet we halted at an old Indian camping-ground, and rested three hours. On our march that forenoon, a large jack fish, or salt water trout, jumped out of the sea and lay on the shore waiting for us. We took it along, and at dinner had the luxury of roast fish. At this camp we dug the last well on the journey, finding excellent water, but I took the spade along on my shoulder for the good it had already done. We used the last of our coffee at breakfast, and being cook that day, I prepared tea of the bay-berry leaves at din-

ner, but we found it unpalatable. I cooked my last potato, and was able then to put my handkerchief to its legitimate uses. As we were starting on our march, we were surprised to see on the opposite bank of the river a rare, strange sight for that country. It was the last thing one would expect—three men evidently following us. One was dressed in a flaming red shirt, and the two others in ordinary citizen's costume. Our first thought was that they were Indians; the next, that it was a relief party up from Miami to meet us, and they had passed us without seeing us. We waited for them, and when they came up we found they were, like three of our own party, bound for Miami, on a prospecting tour. Our new friends were John A. McDonald, surveyor, and a Mr. Strickland, from Orange County, and the man in the red shirt was from Oregon; he was a hunter, carried a heavy rifle, and was very deaf. This new party had left the light-house yesterday morning, walking all the way on the beach, and overtaken us in a day and a half, whereas we had been five days and a half in making the same distance; but then, our experience was richer than theirs. They generously shared with us their bread and butter. On resuming our march we found the sea beach much broader and firmer, making excellent walking; and we went on with new courage, comparing notes of our observations in various parts of the state. We travelled ten miles that afternoon, and camped at *Fort Lauderdale*, or *the Cocoonut Trees*. Our soldiers in the Seminole war had camped here, hence the name; it is on the New River.

Monday, the 17th, I awoke at daylight and found that Purdie had already started off alone down the beach. His mosquito net had got pulled off the stakes, and he couldn't sleep. This morning we ate the last of the provisions; but we were soon after rejoiced to meet Andrew, one of Gleason's colored men, with a large basket of victuals that had been sent to meet us. It was a marvel to us to see such nice flour bread spread with butter, and sandwiches with slices of most delicious corned beef. It was probably a marvel to Andrew to see how quick eight men could lighten his basket.

New River had that day too deep and swift a current to be forded, and we crossed in a batteau so leaky that it would carry but two at a time, and then it would sink before we could reach the shore; but as it took us across the deeper water it answered our purpose. We kept our clothing dry in the usual manner, by carrying it on our heads. At noon we met State Senator Hunt, Gleason's partner at Miami, three miles above Baker's haulover. He had come up, as requested by Gleason, with a boat to meet us. In this boat we sailed and poled down "Dumfundlin" Bay to Biscayne Bay, arriving at Gleason's and Hunt's residence at the mouth of Miami River an hour after dark. As we landed, Hunt fired a gun as a signal to the family of his arrival.

Miami. Here at last in a new, strange country. Only a little can be mentioned here out of what would readily fill a volume. Notwithstanding all the fatigue, thirst and scant food we were subjected

to on the way, there was a charm in the new scenes of this tropical landscape that far outweighed the little, temporary inconveniences of the journey. Perhaps the largest portion of the vegetation was already familiar to us in the region of Mosquito Inlet. One of the marked changes was in the size of the trees and shrubs. Port Orange is the farthest northern limit of the mangrove bushes which there cover the low mud islands; at Jupiter Narrows the mangroves are sometimes a foot through. The single specimen of sea grape growing farthest north at Port Orange "old mill," half a mile above Pacetti's, is a bush which blossoms, but does not produce fruit. On St. Lucie Sound the sea grape trees are a foot in diameter. Some of the novel things we meet are gum elemi, India rubber or wild fig, gum elimbo, cocoa plum. Not far from Hillsboro Inlet are cocoanut trees growing wild. It seemed strange that over such large extent of territory there should be no sign of human habitation. Two years after this journey Mr. Hutchinson, auctioneer at Pensacola, informed me that he and a few friends had settled and lived awhile on the southwest shore of Lake Worth. And Mrs. Manahan, an intelligent Jewess of Augusta, Ga., told me in 1852 that she knew of a party from Charleston, S. C., who made a settlement on this coast some years before, and abandoned it.

Mr. Hunt's wife and an invalid son were at the North. Gleason's family there consisted of his wife and two sons, all bright and healthy. Wells had come to stay, and was at once at home. The deaf

hunter also concluded to remain a few months. The others would look round and see what they could, and return with Gleason, who was to go very soon to attend the extra session of the Legislature in June. For a week we were the guests of the Lieutenant-Governor and Mr. Hunt. With them we tramped over the land, sailed over the bay, and rowed up the river and creeks; the time was crowded with new sights and scenes which shifted every hour through the day. This is the site of Fort Dallas, which was garrisoned by our soldiers in the Seminole war. The block houses are now occupied as dwellings. The most prominent features in this region are the limestone, which forms great ledges, reminding one of the granite hills of New England, and the *Everglades*, a great rocky basin of shallow water, through the rim of which several streams have forced their channels, and after descending rapid falls of about ten feet, run easterly to Biscayne Bay; such are Miami River, Arch and Snake Creeks. The Everglades, called in some of the old books the "Great Glade," commence on the north at Lake Okeechobee, including township 44, ranges 37 and 38, south and east, and sweep across the state southwesterly, covering an area about forty miles wide and eighty miles long; their nearest point to the Atlantic is at New River, where they reach within five miles of the sea. This whole region east of the Everglades to Biscayne Bay goes under the general name of Miami. The best lands extend from townships 50 to 57 south, including both.

Surface and Soil. The upland is light and sandy, and in many places so thickly covered with limestone as to prevent its being plowed. Some of this stone is white and soft, and easily cut with a spade; another variety is hard and flinty, and full of irregular potholes of various depths, and from one to ten inches in diameter. The principal growth is pitch pine, which is generally cross-grained, and not easily split into rails while green. There are a few small patches of hammock covered with a growth of hard wood and vines. The scrub palmetto and cabbage palm, so common in other parts of the state, grow on both varieties of this upland. The coonti also grows in abundance. The savannas correspond to northern intervale lands. They are about perfectly level, free from rocks, of an alluvial, clayey formation, and so strongly alkaline (probably lime) as to effervesce when vinegar is poured on it. These intervalles vary in their degrees of moisture according to their elevation above the level of the bay, and they are all subject to an annual overflow of fresh water from the Everglades. These intervalles occur in long, wavy belts, sometimes parallel with the bay, bordered on each side by the pine woods, and their margins clearly defined by the saw palmetto, which makes a dense border of evergreen along the edge of the upland; this palmetto is very trying to the patience, and tearing to the thin pantaloons of those who traverse it. It seems likely that these low plains were formerly lagoons or shallow rivers which have been filled up by annual deposits of sediment from the water which overflowed

them. They are natural grass lands, and also produce the orange, guava, banana and cocoanut. With comparatively slight expense, most of these intervalles or savannas could be dyked to prevent too great overflow, and flood-gates established at canals leading from the Everglades, making a cheap and excellent system of irrigation. The whole region is healthy; we could hear of no sickness, and the nearest physician was at Key West, 150 miles distant. About fifteen miles south of Miami River is a level tract of fertile country known as the Indian hunting-ground. At that place John Addison, formerly of Manatee, had a promising field of pine apples. At the mouth of the Miami there were between 70 and 80 cocoanut trees in a row, planted there by the soldiers. Guavas and limes grow abundantly without much attention.

About 25 miles away, on an island in the Everglades, there is a remnant of the tribe of Seminole Indians. Some of them are at the store every day. We saw old Tiger Tail and his son, the young chief. The constitutional right of these Indians to be represented in the State Legislature had not been explained to them. They raise garden vegetables, and bring them down in their boats to sell at the white settlement. The nearest market is Key West. A schooner made the voyage and brought up the mail every two weeks. It is understood that the steamships which touch at Key West will land passengers and freight at Biscayne at the light-house, whenever the freight or passage money amounts to five hundred dollars. Having finished our visit, we

started to return to Jupiter on Sunday, the 23d of May, and camped that night at New River, which was so swollen with late rains that we could not cross till 3 P. M. the next day. Our next camp was at Hillsboro Inlet. We found turtles' eggs, caught two possums, and saw a bear that night. The water was deeper at the inlet than when we crossed before; it came up to our arm-pits. On the morning of the 27th, at daylight, we arrived at Jupiter, after having walked all night, and travelled 40 miles in the last 24 hours. At Jupiter our party separated, and Purdie and I went back together, getting air plants in the Narrows, and stopping at Capt. Frank Smith's that night. Next day we called at Mr. Payne's. A schooner was in port from the Bahamas with three families for Sand Point. We camped that night a mile north of Cape Malabar. Next morning was rainy and but little wind, and we only reached Mr. Adams' at 9 A. M., where we had breakfast. Gleason and party came along at 10. We staid that night at Dr. Whitfield's, on the island. The doctor's family had recently arrived from Philadelphia, and were living in temporary houses without floors. We slept on a rug on the ground in the kitchen. Dr. W. is an industrious and energetic man, and we predicted for him a bright future on his pleasantly located island homestead.

The next day we returned down Banana River, calling to examine the limestone formation of the south end of Merritt's Island, and sailed for Sand Point; but failing to make it out in the dark, we

camped on a sand bank half a mile to the south of the town. Without much delay we went on the next day, and staid over night at Mitchell's, at Oak Hill. He had a ten-acre grove partly in bearing. The next day, June 1st, we arrived safely at home.

Route to St. Augustine. Having been absent on leave from my regiment, which was at Hilton Head, for the purpose of examining the country in the region of New Smyrna, I wished to return by way of St. Augustine. At Bill Scobie's, on the lagoon, I made a bargain with him to take me to Bulow's, from which place I was to walk to St. Joseph and to Celia Mier's. Scobie, now known as William Williams, is a tall and strong colored man, intelligent, industrious and prosperous. At Old Stone Wharf he had to wait and help Brantley load the schooner Hess (Capt. Brown) with cattle for Nassau, and it was past one o'clock when we left New Smyrna. We called at Bobb's Bluff, at Pacetti's, and took along a keg of syrup for Mr. Mier that Capt. Burnham, of Canaveral, had left there. Above McDaniel's, now Port Orange, there was not a house on the Halifax. An unbroken forest of pine and hammocks lined the shores all the way. We arrived at Bulow at 10 P. M., and Scobie hid the keg of syrup, and sent word by me where the owner could find it, and then led me out through an old field and through thick, dark woods, and put me in the sandy road with the comfortable assurance that to Griffiths', the next house at "St. Jo," was only 13 miles. About midnight I came to a party camping out; the horses hitched to the carts

and men asleep on the ground near a fire. I did not wake them, in fact took pains to go quietly round them. In crossing a little stream I slipped off the foot log into the water, which was only about waist deep. The advantage of this was, it wasn't necessary afterwards to take off shoes and stockings for every little pond in the road. It was 3 o'clock A. M. when I reached St. Jo, and went to bed at Griffiths'. Rising at 6, I breakfasted early and walked on, and soon met Mr. Mier and family in a cart. I went home with them, and got Mr. M. to take me to St. Augustine in the cart. He rode on the horse and I sat on a bundle of corn fodder. We arrived at the ferry too late to cross over, and I slept in the cart that night, and Mr. M. on the ground. Next day we entered the city, and I helped Mr. Mier to get some provisions at the Post Commissary, which would only sell on the order of a commissioned officer in the service. I reached my regiment by steamboat via Jacksonville. Another route I afterwards travelled on horseback, was up the beach to the old salt works near Matanzas; thence westerly by an old road to St. Joseph. I generally made it a point to stop over night here, or at Virgil Dupont, because at both places they had plenty of milk and clabber. I have stopped several times at John Munsy's, because I once found honey there.

CHAPTER IV.—GROWTH OF THE COAST IN THE
NEW ERA.

“Peace hath her victories no less renowned than War.”

The Eastern Coast of Florida, being aside from the line of main operations during the war, escaped the destruction which attended the march of armies. The cities of Fernandina and St. Augustine were occupied early in the war by the Union forces, and there was no fighting on the whole line of the coast, the affair at New Smyrna not being a fight. But there was a halt in the march of improvements, and healthy industry was paralyzed. It was some time after the “surrender,” as southern people sometimes call it, in speaking of the close of the war, before immigration from other states commenced. The only railroads that touched the coast were those from Fernandina to Cedar Key on the Gulf Coast, and from St. Augustine to Tocoï on the St. Johns. Within five or six years a railroad has been built from Jacksonville to St. Augustine, 40 miles, and another, built in 1885, from Jacksonville to Pablo Beach on the Atlantic Ocean, north of St. Augustine, where a great summer watering-place is rapidly growing up; and another to Palatka, 18 miles. Further south a railroad (the “White” road) connects Palatka with Ormond and Daytona on the Halifax. The Blue Springs, Orange City and Atlantic R. R. to New Smyrna is graded and a third of the road in operation, the whole line to be completed before the last of the year 1886. Thirty miles south of the last-named road the St. Johns and Atlantic R. R. connects Enterprise on the St.

Johns with Titusville on Indian River, making five railroads to the coast, four of which have been built within a year or two. These are great steps toward the development of the resources of the coast, and they make the necessity of the next steps more apparent and more easy to be taken. These roads touch the coast only at certain points. What this region needs and will have is a coastwise road running along close on the border of the rich marl hammocks that run parallel with the Atlantic shore. In this belt of heavy hard wood land are to be the future gardens, farms and groves of tropical and half-tropical products of this climate. It will be a great and unnecessary expense to the producers to haul their crops five or six miles to the river boats, then have them reshipped at the railroad stations on the river. This will answer the purpose for awhile, and for such crops as potatoes, lemons, and some other vegetables, honey in barrels, sugar and syrup; but it will not do for our perishable fruits, such as oranges, limes, strawberries, bananas, pine apples, and other kinds not yet known in the northern markets. The coast, having had a taste of railroads, now calls for "more," and will never be satisfied until the cars that are loaded and locked in her groves and gardens shall only be unlocked and unloaded in the great markets of the north and west to which they are consigned. Six counties border on the Atlantic Ocean; they are Nassau, Duval, St. Johns, Volusia, Brevard and Dade. Of these, the following have their county seats on the coast: Nassau at Fernandina, St. Johns at St. Augustine,

Brevard at Titusville, and Dade at Miami. The capital of Duval, Jacksonville, is 12 miles from the coast, and Enterprise, the capital of Volusia, is 30 miles from the sea. The growth of the coast belt has been most rapid on the Halifax, Hillsboro and Indian Rivers, and Lake Worth. Brief mention of the settlements along the East Coast will now be made, beginning at the north.

Amelia Island, the most northern portion of the Florida coast, represents the beach ridge or "peninsula" in the region further south. The city of *Fernandina* is on this island, about two miles from the beach, to which a horse railroad extends. This is the only seaport on the East Coast of Florida, connected with New York city by a line of ocean steamships. The Mallory line has been in successful operation for several years. Fernandina, county seat of Nassau County, is favorably situated for a large city, it being the terminus of the railroad that extends across the state to the Gulf, and a road to Jacksonville.

Mayport, at the mouth of the St. Johns, named from the river May, as this river was first named by the French. A considerable portion of the town stands on white drifts of sand. It is a popular watering-place, and is growing fast. There are upwards of a hundred cottages here, many of them owned and occupied in summer by business men in Jacksonville.

The *Wallace Addition* extends from Mayport to *Pablo Beach*. Here are 75 good-sized buildings and several hotels. The Jacksonville and Atlantic R.R.

connecting this place with Jacksonville, a distance of about 12 miles, will make this a great point for summer resort for those who live in the interior.

Dr. Webster's Addition extends from Pablo Beach to San Diego. Summer cottages are being built all along the beach nearly to St. Augustine.

Saint Augustine has been already noticed in connection with the early history of the East Coast. Its growth since the war has been phenomenal. Splendid private residences and immense and costly hotels have been built, and two railroads to the St. Johns; one to Jacksonville, and one to Palatka. The values of real estate have advanced in this city from ten to twenty-fold since the war.

There has been no considerable immigration to the banks of Matanzas River. Mr. Washington has an orange grove on the beach ridge, south of Matanzas Inlet. In *Graham Hammock*, northeast of Bulow, Dr. Greeley, of Nashua, N. H., has a fine orange grove.

Bulow is one of the old sugar estates. Beed, Knox & Beed have 55 acres in orange grove, most of it budded on to the native sour trees as they stood, the balance set out in regular rows. Forty acres are bearing. Estimated crop of 1886, 4000 to 4500 boxes. At *Harwood's*, north of the Tomoka, may be seen along the stage road nine miles of wire fence. At the time of his death the owner of the place was engaged in farming on a large scale, and in planting out a 500-acre orange grove. On the Tomoka river is the new town of *Garfield*, recently laid out in town lots and 3 to 5 acre farms. The

deltas of the Tomoka and Bulow Creek are of an alluvial formation, and are as rich as any land in the state. When properly known and appreciated, this large marsh will be drained, dyked and cultivated. The high ridge from Mount Oswold to Ormond, six miles, is a fine site for villages, and will not probably long remain in its present wild state.

Ormond on the Halifax. Situated 18 miles north of the inlet, on both sides of the Halifax River. The main village, containing the stores, post-office, school-house, and church edifice (Union) are on the right, or west side of the river. The corporation extends west a mile and a half from the river, and includes the Younge tract, an old English grant of a thousand acres. The width of the town along the river is a mile and a half, and it extends easterly to the Atlantic Ocean about a mile, estimating the river and the beach ridge to be each half a mile. Extending south 7 or 8 miles from the head of the Halifax where it receives the waters of the Tomoka, there is an elevated ridge of land sloping gently up from the water, so that in about 400 yards it is 20 feet high. Ormond village stands on this ridge about six miles south of the head of the river, "shaded with beautiful palmettos, live oaks, pines and magnolias. On this high ridge, which has the most perfect natural drainage, overlooking the river, and but a mile from the Atlantic Ocean, the conditions are most favorable for the enjoyment of health. Fish and game of all kinds abound. Here the tourist and invalid will find both sport and health." The ever beautiful river, the many Indian mounds,

ancient ruins, and the great ocean beach offer many attractions. The settler will find here some of the very best lands in the state; in every variety of location and price. This place was first permanently settled in the fall of 1875 by 15 families, mostly from New Britain, Ct., after which place the village was at first named. About the year 1867 or 1868 W. W. Ross, from Kansas, brother of the U. S. Senator, came this way, after looking through California, Texas, and other parts of the south, and found a place that suited his taste better than anything he had before seen. He accordingly entered a homestead on the river front, and built a small house at Palmetto Point, in which his brother-in-law, S. P. Wemple, and family lived about two or three years. There was probably a post-office for awhile at the house, named Palmetto. Mr. Ross returned to Kansas, and Mr. Wemple returned north, and is a prosperous manufacturer of flour in the northwest. A few years ago the citizens of New Britain, by a vote, changed the name of their village in honor of one of the early settlers on the river. Abundance of clear, pure water is obtained from artesian wells driven 70 to 100 feet. A 3-inch well bored 150 feet, at a cost of \$1.50 per foot, yields 30 to 40 gallons per minute. Price of river front lots, \$300 to \$1000, as to size and location. Lots fronting on side streets, 100 x 215 feet, from \$50 to \$200. Land on east side of river, \$3 to \$5 per front foot, extending from river to ocean. High hammock, \$40 to \$100 per acre. Low hammock near town, \$50 to \$100. The first settlers within

the present limits of Ormond were the Bostroms. The two brothers, Andrew and Charles, took up government homesteads on the east side of the river, where they now live. The "Bostrom House" now kept by Andrew was the first house in Ormond, and for several years was the farthest north of any on the river, and for some time the only house north of Port Orange. The brothers planted orange groves there, which are now bearing. They built a substantial wharf and levelled a road across the sand-hills to the beach, which for several years was the only wagon-road across the "peninsula," or beach ridge, to the ocean. Two ancient avenues were discovered here, leading from Indian mounds on the bank of the river, through the woods to the more recent sand-hills. These were no doubt constructed by the mound-builders, and extended to the beach, when the ocean waves washed the shore where the present forest stands, many thousand years ago. The Bostroms, in company with Molli-son, of St. Augustine, first settled and improved Silver Beach, on their first arrival here from Hilton Head, S. C., where Andrew was in trade during the war. Bostrom's avenue leads out on to "Halifax Beach," naturally one of the grandest ocean shores in the southern world. The shore is unbroken northerly to the Matanzas Inlet, and southerly to the Mosquito Inlet—in all, a distance of 40 miles, every rod of which is rich with historic interest. What scenes of storm and shipwreck these mute sands have witnessed, and what secrets are hidden under these dark waves! They know where

rests the treasure-ship loaded by the Spaniards with Peruvian gold. It is but yesterday to these everlasting waves and sands that Ribaut's fleet was stranded here, and his little army marched up along this beach, hopeful of reaching their friends in Fort Caroline, little thinking how soon would be the meeting on the Eternal Shores, whither all were sent by Mendez' sword. Let us hope that in the new era which has dawned upon this coast, peaceful, happy homes and seaside cottages shall line the avenues and surround the squares of Halifax Beach. The railroad from the St. Johns to Ormond, connecting with the J. T. & K. W. railway, insures the steady growth and prosperity of the place.

Industrial and Educational Statistics. Dealers in general merchandise, two, each having long, substantial steamboat wharves; real estate dealers, one; carpenters, five; one each of blacksmiths, shoemakers, painters, machinists, dairyman, draughtsman, wagon-maker and taxidermist; Ormond Artesian Well Co. Resident clergymen, 2; school-teachers, 2; truck farmers, 15; orange growers, 82; boarding-houses, 3; grove-makers (contractors), 6; barbers, 2; boat-builders, 2; teamsters, 5; Ormond Cornet Band has 12 pieces. The municipal government is organized under a state law. The guardian spirit of Ormond and the upper Halifax, who looks after the interests of that region, bringing thither the best breeds of stock and poultry, and inducing the citizens to send their fruits for exhibition, and attends the World's Fairs to call attention to them and see that the prizes go where they be-

long, and who keeps a permanent museum in Jacksonville of all the coast products—is John Anderson.

Holly Hill. This is a pleasant and promising village of 15 families. It has a post-office and store and job-printing office. It is three miles south of Ormond, on the bank of the same river, and 15 miles north of the inlet. The river front was entered as a homestead by a Mr. Baxter, from Washington, D. C. The place was named by Mr. Fleming in honor of his old home in Delaware. The lands back of the settlement are a part of the Fitch grant, latterly owned by Mr. Fleming. The Congregational Church is supplied by a minister from Daytona. Forty acres of hammock and two river front lots are reserved for an Episcopal Church. River front lots are worth \$500 to \$800; building lots back from the river, \$200 to \$400; hammock land, from \$75 to \$150 per acre, according to location and quality. The railroad will greatly aid this place. There is a school here of 15 pupils.

Daytona. The “Gem of the Coast” stands on a ridge of high hammock on the west bank of Halifax River, 12 miles from the inlet. Its beginning happened in this wise: In April, 1870, while the writer was in Jacksonville, he met three western men looking for a chance for investments, and invited them down to Port Orange to look at the country. They were Mr. Day, of Mansfield, Ohio, Judge Lindbower and Mr. Walkley, of Kansas. They came with the writer as passengers on the schooner Rover, Capt. Bennett, arriving in port on the 20th of April, and on the 22d visited several hammocks

along the Halifax, and among others looked at the Williams grant, an old sugar plantation broken up by the Indian war, on which the town is built. Mr. Day purchased the grant, and in the fall the settlement was commenced, and named for Mr. Day. One of the first buildings was the Colony House, designed to accommodate settlers on their first arrival until they could build for themselves. This was a wise arrangement, and should be adopted in every new settlement. With alterations and additions, this structure became the Palmetto House. The town was well laid out, the streets being 100 feet wide, straight, and crossing each other at right angles. The whole town site being a hard wood forest, consisting of live oaks and a variety of other oaks, palmetto, bay, hickory, magnolia, wild orange, intermixed with cedar and pine, allowed each man to carve out his lot to suit his taste, leaving such trees as he liked along his sidewalk and in his door-yard and lawn for shade and ornament. A few blocks back from the river the lots contained several acres for gardens and farms. To show the condition of the place in 1875, some extracts are made from an account signed "H" in Alden's pamphlet on Florida: "These tracts have recently been surveyed into lots of from 1 to 40 acres in extent, and may be had at prices varying from \$1 to \$10 per acre. River front lots in Daytona are held at higher prices. Not to reflect in the least upon the inducements offered by other sections of the State, there are not probably so desirable locations to settlers from the North to be found as in that ex-

tent of country lying between the head of the Halifax and the head of Indian River. The most attractive portion of this area is to be found upon the banks of the Halifax. Daytona numbers at present a population, all told, of some seventy persons. Nearly every section of the country is represented, the majority being from the Northern States. We have some twenty framed houses, several of them neat and tasty cottages. There are two stores, one of them several years established, doing a thriving business, and keeping on hand, at fair prices, everything desired by settlers in a new country. We have several good house carpenters, a blacksmith shop managed by a competent and thorough workman, an experienced physician and surgeon, a bricklayer, a boat-builder, and a shoemaker. We have during the summer an excellent private school. We have a commodious boarding-house, kept with scrupulous neatness. The grounds present a striking and pleasant contrast with what is sometimes witnessed in new countries. Visitors here will be provided with every reasonable comfort, and find themselves surrounded with the refinements and amenities of the best social life. We have neither church, jail, minister nor lawyer, yet there is no settlement of its size, either North or South, East or West, that contains a more respectable, law-abiding and industrious population. The climate of this part of Florida is nearer perfection than any other one thing in the world. The river front is most desirable. A clean, bold shore, a hard bottom, free from mud or grass, a dry bank from three to five feet high at all

stages of the tide, a water view three-fourths of a mile in breadth and unobstructed by islands, a depth of water sufficient for all practical purposes, are among the natural advantages that at once present themselves to the eye of the visitor. The opposite bank—the finest on the Peninsula—is a clear, shell shore of nearly half a mile in extent known as Silver Beach. There a good road has been constructed across to the ocean beach, a distance of half a mile. It is the most magnificent sea beach on the Atlantic Coast. For many miles in either direction it is as smooth and hard as a floor, varying in breadth from 100 to 600 feet, and of an inclination to the water so slight as to be hardly perceptible. At low tide, as a highway it is unparalleled.”

Mark the contrast that eleven years have wrought. Daytona now has 1200 to 1500 inhabitants, an organized municipal government, with schools, churches, newspapers, markets, ice factory, bakers' shops, stores, and in fact everything to make life worth the living, and to enable one to get the most comfort and enjoyment out of it. There is a Masonic Lodge and a Post of the Grand Army of the Republic. Of the two newspapers, the Halifax Journal, edited by F. A. Mann, is the oldest. The East Coast Messenger, edited by J. M. Osborne, is democratic, and the former republican, but neither are bitter partisans. The hotels are the Palmetto House, by Mrs. Hoey, Daytona House, by W. H. Richardson, Ocean View, by W. H. Trainer, and Stanley House, by Gatch & Williamson. Photographer, shoemaker, tailor, dealer in books and sta-

tionery, jeweler, furniture dealer and undertaker, ice manufacturer, attorney-at-law, tinner, stove dealer, blacksmith, well-driver, butcher, dairyman, one of each; drugs and medicines, saw-mills, oysters and ice cream, real estate agents, painters and dentists, two each; carpenters, three; physicians, four; dry goods and miscellany, three; groceries and general merchandise, ten; nurserymen, four; bakers, two.

Along the ridge on the highest land, about two blocks from the river, is Ridgewood avenue, a beautiful driveway, paved with marl, and shaded by the native growth of forest trees. Northerly this avenue continues to Holly Hill, three miles, and to Ormond, six miles, there connecting with a road northerly to St. Augustine, and another westerly to Crescent City. The southern extension of Ridgewood avenue continues straight on through Blake, two miles, to Port Orange, six miles, and on southerly to New Smyrna, and a branch leads westerly to Enterprise, on the St. Johns.

One of the great attractions of Daytona is her numerous flowing wells, which have earned for her the title of the "Fountain City." The water, when it first comes up from the wells, has a decided sulphury taste and smell, both of which soon disappear on exposure to the air. Some doubt was felt at first about the healthfulness of this water, but a few years of experience with it has removed all fears, and it is now considered as wholesome as any water can be. Another feature that will attract parents and those having young people in charge is the excellent edu-

cational and religious privileges and the high moral tone of the community, seven-eighths of the voting population being in favor of prohibition, and no bar-room being allowed in town. The number of pupils attending the public schools is: white, 130; colored, 35; attending kindergarten, 28. In addition to these is the Daytona Institute, a day and boarding-school for young women who wish to study the fauna and flora of Florida. Miss L. A. Cross is principal. There are several churches—four white and two colored: Episcopal, Rev. G. G. Jones, rector; Congregational, Rev. C. M. Bingham, pastor; Methodist, J. Pastorfield, pastor; there is also a Seventh Day Baptist society, white. Of the colored, there are a Baptist and Methodist. Of Sunday Schools there are seven, five white and two colored. The railroad from Palatka on the St. Johns, via Ormond, is to have its depot on Jackson's Island, a very central and appropriate spot for it. Visitors to the coast by this route will be landed from the cars on the bank of the river, and their first glance at the place will give a favorable impression; it will be like the sudden rising of the curtain before a grand tableau, at the sight of which every new visitor will be surprised and delighted. The leading merchant for several years, and one of the most influential men in town and county affairs, is William Jackson. One of the most successful orange growers and nurserymen is M. L. Smith.

The Eastern Shore, or peninsula, which for years remained public homestead land, is now all "taken up," and much of it is improved.

Pine Wood Cemetery, laid out by J. W. Smith on an undulating surface, among the thick groves of spruce pines. There is a regular ferry across the river here, and a wide avenue cut out through to the beach.

Mitchell's, on the east bank of the river, is a pleasant place to visit. His plantation of guava trees and other fruits in great variety, foreign palms, and hundreds of varieties of roses and other flowers, undoubtedly makes the finest display of fruits and flowers on the coast. Mrs. M. is the manager of the flower garden.

Silver Beach, half a mile in extent, is a little below on the same side of the river; so named from its white, shining shore, which contrasts finely with the evergreen foliage of shrubs and of grass which clothe the river bank, both north and south, of this sandy and shelly shore. Bostrom's palmetto-thatched but ever hospitable roof, so pleasantly remembered by the pioneers of 1866, has disappeared, and four pleasant cottages and their parks, lawns, shelled walks and flower-gardens, now occupy the place. Wealth and refined taste have made a little paradise there. Just beyond is Botefuhr's. He is one of the early settlers; if not an original settler, is an original character. A public school was established on this side the river in 1886.

Blake. Situated two miles south of Daytona, on the same side of the river. It has a post-office and school. The moving spirit here is D. O. Balcom, of Boston. He purchased the Segui hammock on the river front for the town site, and a considerable

quantity of heavy hammock further west. The marl hammock has been drained at great expense by a canal that brings the water into Halifax River. He is abundantly rewarded by the returns of a large and fruitful orange grove, and by the sales of his low hammock land at \$100 per acre. In one of his groves he has adopted a novel experiment. The timber is merely chopped down without being cleared or burned. The ground is kept clear of the sprouts and weeds by the hoe. Mr. B. argues that in five or six years the lighter portion of the fallen trees will be rotted and turned into mold, and the soil will be all the richer for having no fire on the ground. Leach Brothers have taken an active part in making groves here. Capt. Rodgers, of this place, has commanded vessels in the coastwise trade to and from Mosquito Inlet.

Port Orange. On the west bank of the river Halifax, about six miles from the inlet, from which vessels of seven feet draught can come up to the town. "Here is an hotel, store, post-office and several dwellings, with new buildings going up, including one for schools, and town hall. The place is agreeably situated, with an open river in front and a shore free from marsh. The lands, with a single exception, are high, dry and healthy, and may be purchased in lots large and small suitable for buildings, gardens and orange groves. Adjoining this on the north is the famous Dunn Lawton plantation of a thousand acres, with extensive improvements of canals, ditches, clearings, buildings, all or part of which may be bought cheap, with a perfect title.

This plantation is capable of yielding an ample support for an hundred families. Port Orange is an enterprising and fast-growing place. The location was first settled by Edward A. McDonald (corrupted into McDaniel) from North Carolina. He came here with family before the war, and with C. C. Sutton's and B. C. Pacetti's families, made up the total population of the Halifax in 1865. This place was known on the St. Johns and the western part of the county as Dunn Lawton. The name Port Orange was invented by the writer, and adopted by a vote of the trustees of a company as the name of their post-office at the "old mill," where the post-office was kept a part of the year in 1867. It was moved from there and kept some months at Sutton's; then to the village where it now is." The above extract from the circular of the Halifax Agricultural Club was a true account of the place in 1875. Since then there has been a steady growth in population and increase in orange groves in the hammock a mile west of the river. The celebrated Vass orange grove is one and one-half miles west. There are now two or three stores and a restaurant.

Allandale is at the south side of Port Orange, the home of the brothers Thomas and Wm. Allan. Thomas, with very little help, built the Congregational Church there, a fine building, costing about \$2000. Mr. Allan has more than fifty acres of orange groves. He has on his premises several artesian wells, flowing through four-inch pipe, making brooks of good size. William was the first to settle here. He is interested in groves with his

brother. John Fozzard has a fine house and a fine grove. His two sons are mariners and well off. Charles owns and runs a coasting schooner; Harry is captain of the steamer Peerless. This enterprising family made their money here within about sixteen years. Victor Vuilleaume, merchant and post master, has a fine house on the river, and a fine grove of ten acres or more in the hammock. Peter Johnson has a large house at Allandale, and a new house on his homestead, where he has a fine grove. Dr. Meeker has a fine house on the river, and a fine large grove in the hammock. T. O. Gessner has a house and store, and is putting in twenty-five acres of orange groves. Thomas Savage, J. Vass, Bennetts, and many others are doing well.

Sharpe's Bay lies west of some marsh islands and next to the shore, and is a mile long, and connected at its south end with the river channel by a crooked water-way known as Sharpe's Creek, which enters the river a little north of *Half Dollar Island*. A little north of Port Orange, on the beach ridge, half-way across, stood "Marshall's Summer House" in 1866. The river hammock there is pleasantly situated for a residence, and has been successively occupied by G. A. Purdie, Rev. John Savary (now in the Congressional Library at Washington), and by the present proprietor, Champ H. Spencer, counsellor-at-law and transcendental philosopher. Port Orange is famous as a ship-building and ship-owning town. All the schooners that have been owned on these rivers have been owned here, and several were built here; two vessels are to be excepted, the iron sloop

owned by J. A. Bostrom and the schooner Wilton, owned by the "Mill Company." The headquarters of the Halifax Agricultural Club were here in 1875. There is now a society here for the study of political economy, tariff, currency, labor, capital, morals and religion. The leading spirits are J. H. Fowler, C. H. Spencer, Mr. Allen and John Fozzard. Mr. Spencer has published a pamphlet setting forth the scientific proof of the existence of Deity. Mr. Fowler's criticisms and views on scientific methods in philosophy and kindred subjects are printed from time to time in the *Index*, of Boston.

Fowler's Bay, formerly called Rose Bay, is the first natural break in the Halifax River shore, of any consequence, south of Tomoka River. Sufficient fresh water comes into it to produce large, single, first-rate oysters. On the south side of this bay resides James H. Fowler, a native of Warner, N. H. He was educated at Dartmouth College and Harvard University, where he studied natural history under Prof. Louis Agassiz. For some years after leaving the University, Mr. Fowler was a Unitarian preacher in Massachusetts. In 1862 he was commissioned as chaplain in the 33d Regiment, U.S.C., and served through the war. While inside the enemy's lines intercepting telegraphic dispatches between Savannah and Charleston, he was captured and kept a year in prison at Columbia. Mr. Fowler has written the most practical treatise on the culture of the orange, and the mode of prevention and cure of the "dieback," and most reasonable theory of its cause. Coming here at the close of the war, he be-

longs to the age of the revival of practical industry, freedom and free thought—the era of the coast renaissance, so to speak—cotemporary with Mitchell, Bostrom, Mailey and others who have helped, and are helping still, to shape the destinies of the East Coast.

Ponce's Park. This is the new name for B. C. Pacetti's old place, a mile from the inlet on the east bank of the Halifax. It has a post-office, store and restaurant, and Pacetti's boarding-house, and eight or ten dwelling-houses. The Ponce grant, owned by Mr. P., embraces all the territory between the river and the ocean for a mile north of the inlet. The new light-house is the most prominent feature in that vicinity, overlooking that level country for many miles around. This is a first-class light; the focal plain is 163 feet above mean sea level; total height, 175 feet. It stands 600 feet from the east bank of the Halifax River, 1500 feet from the Atlantic Ocean, and one mile from the inlet. For the accommodation of the keeper and his assistant, three substantial brick buildings are to be erected. The late General Babcock, who was first in charge of the construction of the light-house, had purchased Pacetti's old grove, and was about to lay out a town on an extensive scale, with streets and parks, for a first-class summer and winter resort, when he was drowned at the inlet. This place was formerly known as "Bob's Bluff." Pacetti's point rests over a bed of coquina rock several feet thick, but the strong tides are cutting under it, and the rock is falling into the stream.

The Florida Land and Lumber Company purchased the State lands adjoining the Ponce grant on the north and started their village there, naming it Port Orange, erecting a large steam sawmill and opening a store there. This company was organized in October, 1865, by army officers of the 21st and 33d Regiments of U. S. C. T., then in the service at Hilton Head, S. C. The original design of the company was to start a colony of freed men and those who would be friendly to them, on the public lands near Mosquito Inlet. Homesteads were secured on the north side of Spruce Creek and at Dunn Lawton, and at one time 500 families came here from near Columbia, S. C. Most of these were displeased with the light, sandy soil of the homesteads that were selected for them, and moved further west, settling, a part of them, near Saulsville in Volusia County; others went on into Orange County, and some went to Jacksonville. All would have done well had they remained on their homesteads; their lands would now have been worth \$20 to \$100 per acre, as is shown by those who did stay in the neighborhood. Henry Toliver took a homestead on the river north of McDaniel's, now worth \$20 to \$200 per acre. Alex. Watson had a homestead adjoining, which with improvements is now worth \$4000. Both these men have died recently. They were soldiers in the 34th U. S. C. T. Jesse Silph and Curley, members of same regiment, took homesteads in west part of the county, and are worth \$2000 each. "Captain Eliza," a colored girl who came with Curley at the age of 12, has by her

own exertions made a grove, and is worth \$5000. Jo. Green, colored preacher, homestead and grove on Spruce Creek, worth \$5000. Taylor, colored, with but one hand, made a good grove, worth \$3000 at time of his death. Israel Smith, colored, homestead and grove of 300 trees, worth \$6000. David Morris, dead, left homestead worth \$2000. Butler Campbell, near Haulover, has a grove worth several thousand dollars. Probably every one of the freedmen who staid in the country now owns valuable real estate. The government of the State, and the spirit of the white citizens of East Florida toward colored people in general, is so much more just and fair, that for such citizens to emigrate from South Carolina to this region is like escaping from slavery to a land of freedom. It should be a pleasant reflection to those who invested money in the above-named company, that it led the way to the settling up of the country on the coast, and the enhancement of land values from the government price to about \$50 an acre. But to most of the stockholders who so liberally subscribed their money in aid of this experiment, the fact that so many freedmen were started on the way to material prosperity will be more gratifying than large dividends of money alone. It may also be a pleasant reflection, that in the failure of the company, its managers, who were also its largest stockholders and creditors, never made a dollar out of it, and never tried in the least to secure themselves from loss, but paid out to those who had furnished labor and material to the company the last dollar of the company's property.

New Smyrna is located three miles south of the inlet, on the west bank of the Hillsboro River, and 30 miles easterly from Enterprise, the county seat, on the St. Johns River, by which it is connected by stage road. The railroad from Blue Springs on the St. Johns is graded to this place, and in running order to Lake Helen, and is expected soon to be finished. The high hammock on which New Smyrna stands extends northerly about four miles to Spruce Creek, which comes into the Halifax from the west. If the creek could be bridged near its mouth, it would allow the river road from Ridgewood avenue in Daytona to continue on in nearly a straight line to New Smyrna; but the delta of the creek is more than a mile wide, and it is necessary to make a detour of a mile or more up the creek to where its channel is narrower, and where the bridge crosses it. From New Smyrna southward the county road runs back from the river about half a mile and extends through Hawks' Park, 2 1-2 miles, to Oak Hill, 12 miles. Another road runs along nearer the river, through Hawks' Park. The "Old King's road," built by the English Governor of the province in 1764 or 1765, extended from New Smyrna through St. Augustine, crossing the St. Johns River at the "cow ford," now Jacksonville, and on to the St. Mary's River at the Georgia line. This great highway opened up the country for settlement, and was the best aid to transportation, for railroads were not known for half a century afterwards. Throughout a considerable of its extent this road is still used, needing but slight repairs,

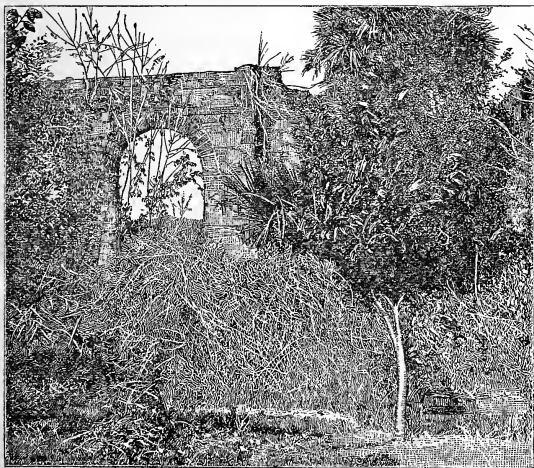
and putting to shame many of the modern roads through the country. The liberal offers made by the English Government to colonists induced several wealthy planters from the Carolinas to remove to the State, and several British noblemen obtained grants of land. Some of these were Lords Hawke, Egmont, Grenville and Hillsborough. Sir William Duncan and Dr. Turnbull had lands at this place. They induced a number of people from Minorca to come to this country in 1767, promising them lands in three years, 50 acres to an adult and 25 acres to each child. About 1500, including children, came over and went to work clearing up the land and planting sugar-cane and indigo. But from hard tasks and short rations they were driven in despair to attempt to escape to some of the neighboring Bahama Islands. This was in two years after the settlement of the colony. Their rations are said by Romans, in his account of the affair, to have been a quart of corn a day and two ounces of pork per week. This attempt to get away was called an insurrection, and two of the leaders, having been tried in St. Augustine, were put to death. In nine years from its beginning the colony had been reduced by hard usage to 600; no lands had been given them, and their future seemed gloomy and desperate. In this state of affairs, they selected three of their best men to go to St. Augustine and represent their case to the Governor. These men were Pellicier, Llam-bias and Genoply. A granddaughter of Pellicier is now living at New Smyrna. The Governor promised them protection, and advised all to come away

who wished to do so. They accordingly started in a body and walked to St. Augustine, where they arrived in three days. Their descendants form the largest part of the population of St. Augustine; they are a quiet, temperate and industrious people. Bernard Romans, in his History of Florida in 1875, gives all the particulars of this unfortunate colony. William Bartram, who visited this region in 1774, says: "New Smyrna, a pretty, thriving town, is a colony of Greeks and Minorquies established by Mr. Turnbull." He adds in a note: "New Smyrna is built on a high, shelly bluff on the west bank of the south branch of Mosquito River. I was there about ten years ago when the surveyor run the lines or precincts of the colony, where there was neither habitation nor cleared field. It was then a famous orange grove, the upper or south promontory of a ridge nearly half a mile wide, and stretching north about forty miles to the head of the north branch of the Mosquito to where the Tomoka River unites with it." "All this ridge was then one entire orange grove, with live oaks, magnolias, palms, red bays, and others. I observed then, near where New Smyrna now stands, a spacious Indian mound and avenue which stood near the banks of the river; the avenue ran on a straight line back through the groves, across the ridge, and terminated at the verge of natural savannas and ponds." Turnbull's "castle" or "mansion" stood on the mound, and the house now occupied by Mr. Pitzer stands on the old foundations and over the old cellar. Mrs. Sheldon says that when her father, Capt. Murray, came there in

1803, the place had apparently been forsaken about 20 years. One of the old wells is still in use ; another near by is not used. Old coquina stone chimneys and foundations are still standing in the woods all along the creek for four miles north, and similar ruins extend for three miles south. The great body of low hammock, about two miles wide and thirty miles long, near this place, bears the name of Turnbull ; its natural outlet of water is through a creek into a bay on the south of Spruce Creek ; both the creek and bay also bear the name of Turnbull. *Old Stone Wharf*, the ruins of which still remain, is half a mile south of the site of the old castle. From this wharf an old road leads westerly through the *Cotton Shed Hammock* and pine woods to the border of the hammock, then more southerly through the dense, hard-wooded land for about three miles. Two miles of this has of late years been cleared of the forest growth that covered it, and is now in use as a highway by the settlers in that vicinity. Large, old canals running northerly into Turnbull Creek and into the Hillsboro River are still in fair, serviceable condition, though greatly needing clearing out and repairing.

New Smyrna is the oldest place on the coast south of St. Augustine. But it has not been occupied by settlers continuously. It was vacated by the Turnbull colony about 1774, and remained unoccupied until about 1803. In 1836 the whole region was depopulated by the Indian war, and for six years it was in the hands of savages. At the end of this time, when the war closed in 1842, the sugar-

planters had sold their slaves, or had got them at work in other places, and none of them returned. Probably the only persons who returned to the coast after the war were the families of John D. Sheldon, and of Capt. Murray, also Capt. Dummitt. The oldest sweet grove on the coast was set out by Mr. Sheldon, who found the sweet trees growing wild in Turnbull hammock, and he removed them to his home, now the property of F. J. Packwood. From this grove Dummitt's and Burnham's were budded, and from them, buds have been carried all over the

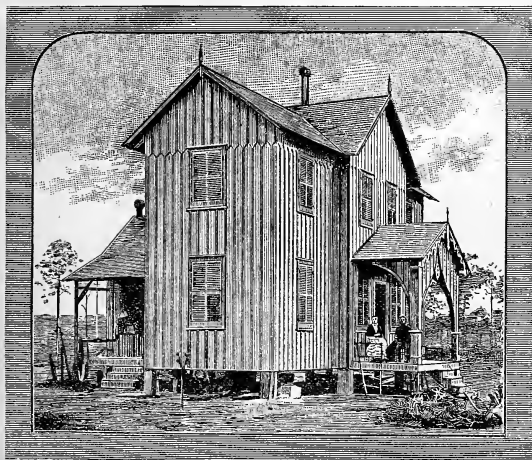


RUINS OF SUGAR-MILL.

State. The principal bearing groves in this place are those of R. S. Sheldon, Frank W. Sams, Morrison Lewis, the Whitney grove, Dan French's. Less than half a mile from the latter, near the eastern border of the Turnbull hammock, stands the old ruins of a sugar-mill, built of coquina rock, which was probably hauled from near the Old Stone Wharf. This village has a Union Church, in which services are held by Rev. J. A. Ball, Congregationalist; a new school-house, a post-office, three stores, a real estate office, a dentist, two physicians, a blacksmith and wagon-maker, a livery stable and a first-class hotel, the Ocean House, kept by Frank W. Sams. This hotel, formerly kept by E. K. Lowd, has for many years been a favorite resort for sportsmen and tourists. Gen. Spinner, late U. S. Treasurer, spent several winters here, enjoying the fine fishing. The steamer Peerless, and sometimes other boats, make weekly trips to and from Jacksonville. The Florida Star, a monthly journal at first, then a weekly, was published here in 1877, '78 and '79 by Charles Coe. A deputy collectorship was maintained here from the year 1866 to 1883.

Glencoe. A station on the railroad, four miles west of New Smyrna. It has a post-office, store and school-house. It is the nearest station to the rich lands in the north end of Turnbull, and is favorably situated for growth and prosperity. Charles Coe, late editor of the Florida Star, which was printed at New Smyrna for three years, lives here. S. J. Hodges, formerly County Assessor, has a large

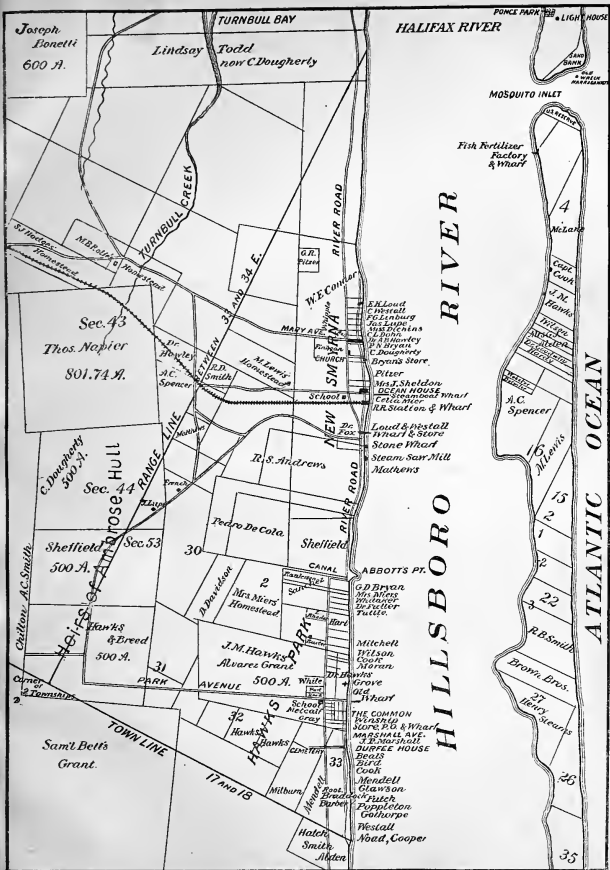
house for a hotel, and fine hammock grove. P. N. Bryan has a large, fine hammock grove. Joseph Bryan and G. B. Bryan, stock-raisers, have fine houses here. Rev. C. G. Selleck made a grove on pine land after he was 72 years old. It consisted of about 300 trees, and when four or five years old, he sold the grove and a small house for \$5000. The road common from New Smyrna to Enterprise passes through this village. M. B. Rolfe, a skilled cabinet-maker and house-carpenter, has a nice cottage on his homestead nearly a mile east of the vil-



RESIDENCE OF MOSES SELLECK.

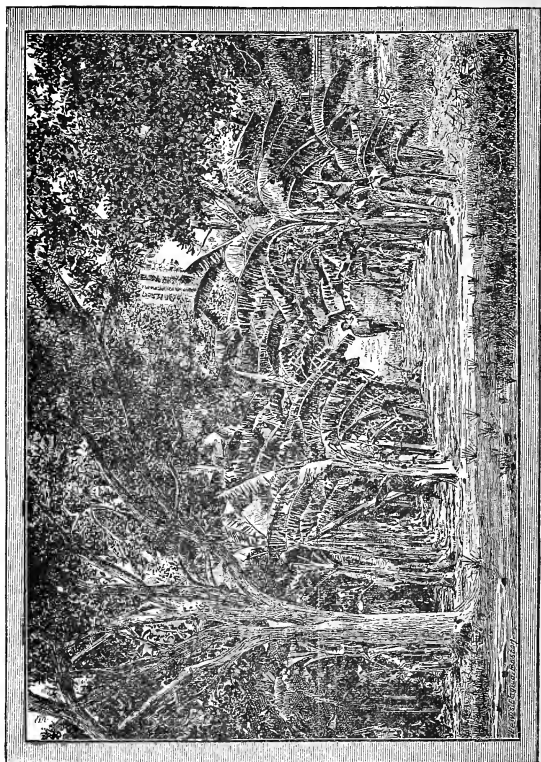
lage, on the Enterprise and New Smyrna road.

Hawks' Park. On the west bank of the Hillsboro river, on deep water, navigation for the largest vessels that can enter the inlet, five miles south of Mosquito Inlet, two miles west from the Atlantic Ocean. The river here is a mile and a half wide, interspersed with mangrove islands, and with no marsh in front of the village. The town site is on an elevated ridge of high hammock and pine land, in places twenty feet above the river, undulating, and with a gradual slope for about 75 rods to the river shore, which is ornamented and shaded all along with a narrow grove of palm trees. The village was regularly laid out, by Surveyor Alfred Howard, in lots 100 x 200 feet, surrounding the square or park. The streets are 50 feet wide, with an alley or back street between the blocks or the rear ends of the lots, 20 feet wide. The common runs parallel with the river, and including the streets that surround it, will make an open space 14 rods wide and 40 rods long, containing three and a half acres. Bay street runs along the river shore. About 70 rods west of the river, and parallel with it, runs the "new county road," so called, between New Smyrna and Oak Hill; about 80 rods west of this road is the "old county road," that extends south from New Smyrna, half a mile or so from the river, parallel to it, and joins the new road about a mile south of the common. The streets running westerly from the river, and at right angles with it, are, 1st, *Park Avenue*, extending from the wharf in a straight line to and through Turnbull hammock about three



miles, where it joins the Glencoe and Titusville road that runs southerly along the west border of the Turnbull hammock to Indian River. The common is bounded on the north by this avenue. The school-house lot of one acre is also bounded on the north by this avenue, the lot being on the southwest corner of the avenue and the new county road. 2nd. A street from the river across at the south end of the common to the new county road. 3d. Marshall avenue, from Marshall's wharf and store and the post-office to new county road, along improved land of D. R. Marshall. 4th. A street from Bird's wharf across the new county road to the old county road. On the south side of this street, a little west of the new county road, is situated the cemetery lot of one acre. 5th. Mendell's avenue, extending from the river at Mendell's house and wharf along on the north of his house, barn and orange grove, along vacant lots to new county road. 6th. Futch's avenue, from the river at north side of his house, and young grove and garden, through uncleared land to the new county road. 7th. A street from Poppleton's on the river to the new county road. 8th. A street from Westall's grove on the river, along on the south side of Gothorpe's grove to the new county road. 9th. A street from Alden's landing on the river, along north of Wilson's house to the new county road. North of the common there are several roads from the river front to the county road before mentioned. These are through private grounds and groves, and communicate through gates with the public road. The vil-

lage center and common are near the southeast corner of an old Spanish grant to Geronimo Alvarez, containing 500 acres. Northerly along the river to the Gabardy canal, half a mile from the Alvarez north line, is the Sanchez grant of 200 acres, mostly owned, until recently, by W. S. Hart. The general plan of dividing the territory between the new county road and the river was into five-acre lots, giving a river frontage of ten or twelve rods, running back to the road. It is a body of hard wood land covered with a variety of oaks, hickory, bay, cedar, pine and palm, and a ride or walk through it among the orange groves is a delightful treat. South of the Alvarez grant, for three-fourths of a mile along the beautiful river front, was the government homestead of Geo. E. Mendell. He laid out his river front in five-acre lots, reserving several for his own grove and residence. The first-named lots are nearly all sold and partly improved. A middle street is contemplated, half-way between the river and the county road, parallel with the latter, that will divide these river lots more favorably for future settlers. Besides these lands there was a fractional lot of State land of 28 acres, owned by Dr. E. H. Hawks, lying south of the Alvarez grant; 80 acres of State land, owned by Milburn, west of Mendell's homestead; 80 acres of government land, entered by John Lowd, owned latterly by E. K. Lowd, on the river south of Mendell's; the homestead of 160 acres of L. D. Hatch, west of Lowd's, and a government homestead entered by Drawdy, and now owned by Mrs. Alden. The village and most of



LANDING AT SANTA LUCIA, JOHN ANDERSON'S PLANTATION, ORMOND ON THE HALIFAX.

the residents are in township 17, south, range 34, east. A part of the territory here described is in township 18. The school-house is 20 x 30 feet and two stories high, and was built by voluntary contribution. The lot is deeded to the County Board of Instruction, which has aided toward finishing the school room, and paying the debt. The upper hall is used for lectures and other public entertainments and for religious services. Rev. J. A. Ball, Congregational minister of New Smyrna, preaches in this hall every other Sunday p. m. and Sunday school is held every week.

The Hawks' Park Literary Club organized in 1884 has weekly meetings from October till June, for public lectures, debates, theatricals &c. Budd-Mather Post, No. 8, G. A. R., has its headquarters and hall over Durfee's Hotel. The public school for the session of 1885-6 had 32 scholars.

The settlers here make their living from the products of their groves, apiaries, poultry yards, gardens and fields, and by attending to the groves of non-residents. There is a physician here; a hotel kept by Geo. Durfee; and boarding house by Geo. E. Mendell. The bee keepers are W. S. Hart, Ezra Hatch, Harry Mitchell, O. O. Poppleton, J. M. Smith. A cash store of general merchandise is kept by A. J. Marshall, who is also the postmaster.

The ocean shore opposite Hawks' Park and New Smyrna is as fine as any in the south. It extends from Mosquito Inlet southerly to Indian River Inlet about a hundred and forty miles without a break by the entrance of a river or creek.

Here are

“The long waves on a sea beach,
Where the sand as silver shines.”

This affords a famous field for beach-combers, for turtle-egg hunters, and of late years for bathing parties.

Following is an alphabetical list of names of residents and land-owners at Hawks' Park and near the village. This enumeration embraces the territory easterly from the school-house two miles to the ocean; northerly one mile towards New Smyrna; westerly into Turnbull Hammock two and a half miles; and southerly about two miles to the Burdick place. For the residents named, this is the nearest post-office and school.

Non-residents marked with an asterisk.

NAMES.	FORMER RESIDENCE.	LOTS AND NATURE OF IMPROVEMENTS.
Alden, Mrs.	Maine.	2 houses, nursery, hom's'd and tract from river to ocean.
Barber, C. W.	Maine.	House and grove.
*Baxter.	Orlando, Fla.	House and lot.
*Beals, Carleton	Brockton, Mass.	Orange grove and house lot.
*Beals, Fred	"	Orange grove.
Beals, S. F.	"	House and grove.
Bird, Charles	Red Wing, Minn.	House and grove, 5 acres, river front.
*Braddock, Heustis	Enterprise, Fla.	Young grove.
*Breed, A. H.	Lynn, Mass.	20 acres in groves, in Turnbull Hammock 300 acres land.
*Britt.	Middleboro, Mass.	2 acres, young grove.
Brown, L. S.	Quincy, Fla.	Young grove.
Brown.	"	Homestead and grove, east side of river.
Bryan, G. D.	Hamilton Co., Fla.	Bearing grove, river front, 6 acres, the "Abbott grove."
Cheney, H. M.	New Hampshire.	Young grove, 125 trees.
Chilton, B. F.	England.	Homestead, grove bearing in Turnbull.
Cook, Colin (Capt.)	Boston, Mass.	House, grove, river front also house east side of river.
*Cook, Louis	Ohio.	5 acre lot, river front, and grove.
Davis, John	Mass.	9 acres in two lots.
*Drake, Wilson	Mass.	2 1-2 acres.
Durfee, Geo.	Middleboro, Mass.	Hotel on river front, grove 200 bearing trees.
*Fuller, Dr.	Ohio.	5 acre lot, grove bearing, river front.

NAMES.	FORMER RESIDENCE.	LOTS AND NATURE OF IMPROVEMENTS.
Futch,	North Carolina.	5 acre lot, house, river front, young grove.
Glawson, George	N. H.	House, 5 acres, river front lot.
*Gothorpe,	Rye, N. H.	14 acres all fenced, river front grove.
Gray, J. C.	Tiverton, R. I.	House, 5 acres, young grove.
*Gray, Josephine Mrs.	" "	2 1-2 acres, grove.
*Green, Harriet Miss	Tiffin, Ohio.	6 acres, 1 acre young grove beginning to bear.
Hart, W. S.	Bradford, N. H.	House, apiary, 3 bearing groves, 1 young do. 100 acres land.
Hatch, Emma	Maine.	House lot and young grove.
Hatch, Ezra	"	Lot, apiary.
*Hatch, Ira	"	Lot.
Hatch, L. D.	"	Homestead, house and grove.
*Hatch, Rupert	"	Lot.
*Hawks, E. H.	Lynn, Mass.	14 acres.
Hawks, J. M.	Bradford, N. H.	House, orange and lemon groves 15 a, 650 acres river front and in Turnbull.
*Jordan, Chas. F.	Lynn, Mass.	Lot with A. L. Winship.
Lowd, E. K.	New Smyrna, Fla.	50 acres.
Luthgo, Henry	Germany.	House and lot.
Marshall, A. J.	Bradford, N. H.	Lot, river front, store, post office, wharf and warehouse.
Marshall, M. J. Mrs.	" "	2 houses, 7 acres, river front.
*Marshall, D. R.	New York City.	River lot cleared.

Marron, M. J.	Sag Harbor, N. Y.	} River lot, young grove, and house.
Marron, P.	" "	
*Marron.	" "	
Mendell, Geo. E.	New Bedford, Mass.	Boarding House, bearing grove, river front.
*Mendell, Susie, Miss	Mattapoiset, Mass.	River front lot.
*Milburn,	Ohio.	80 acres wild land.
Metcalf, Charles	Kansas.	Lot.
Miers, Mrs.	Penn.	House, bearing grove, river front.
Mitchell, Harry	Red Wing, Minn.	House, Apiary, river front grove and nursery.
*Noad,	Nova Scotia.	14 acres, river front, 6 a. cleared river front.
Poppleton, O. O.	Iowa.	Bee keeper, house river front, young grove.
*Porec, Miss	Jamaica Plain, Mass.	Burdett place and bearing grove, river front.
*Raymond, Oscar	Mass.	Lot and young grove.
Reckley, Mrs.	Nassau, N. P.	House and lot.
Reed, Chas. R.	Middleboro, Mass.	Two young orange groves.
Reed, Sylvanus W.	Middleboro, Mass.	House and young grove.
Rhodes, Levi	Nassau, N. P.	Lot.
Root, Chas. H.	Middleboro, Mass.	Lot of 5 acres.
*Sanders.	Indian River.	House and lot.
Sargent, Arthur	Boston, Mass.	House and young grove.
Scribner, Wilson R.	Lynn, Mass.	Half a mile, river front, north of canal.
*Sheffield.	England.	

NAMES.	FORMER RESIDENCE.	LOTS AND NATURE OF IMPROVEMENTS.
*Sheldon, R. S.	New Smyrna, Fla.	The Beals 4 acre grove, and one of the Abbott groves, both beginning to bear.
Smith, A. A.	Maine,	House and lot.
Smith, A. C.	Quincy, Fla.	House, bearing grove Turnbull Hammock.
Smith, J. M.	Ohio.	Apiary.
Smith, R. B.	Vermont,	House and homestead, from river to ocean.
Stearns, Henry.	“	House and homestead, from river to ocean.
Thompson, Ed. J.	Ohio.	Young grove.
Tucker, E. D.	Osteon, Fla.	4 acres marl land, house, small grove in Turnbull.
*Tuttle.	Chagrin Falls, O.	River front lot, grove just bearing.
*Westall, Chris	New Smyrna, Fla.	House, 4 acres young groves.
Whitaker, Fred'k.	England.	River front, house, young grove.
White, Geo. E.	Middleboro, Mass.	House, young grove.
Wilkinson.	England.	Homestead at Eldora.
*Wilson.	Ohio and Orange City, Fla.	River front lot, young grove.
Wilson.	Palatka, Fla.	House and lot.
*Winship, A. Leslie	Lynn, Mass.	Lot.
*Winship, Frank S.	“	River front, 5 acres, young grove.
*Woodley.	Red Wing, Minn.	Lot.
*Wyckoff	Chagrin Falls, O.	5 acre river front young grove.

Total number of names 81. Non-residents 34. Number of houses 41. Whole number of permanent inhabitants 115. Whole number of acres set out in orange groves 120, of which about 40 acres are bearing, and the others are young trees set out one, two or three years. Plenty of land for new comers will be sold on terms to suit purchasers, the main object being to get an industrious, moral and intelligent class of settlers.

Proceeding southwardly from Hawks' Park along the road the traveller passes the Apiary of the Olson brothers, and that of E. G. Hewett, also the wagon shop and blacksmith shop of the latter. There is no finer country in East Florida than this region from the Park to Hewett's. It is undulating, well elevated, open pine woods very free from undergrowth of any kind, and having a good growth of straight, tall, though not very large yellow pine timber suitable for lumber. Beyond Hewett's to Oak Hill the road passes over a lower tract of country on which there are but three settlers on the road, Near Hewett's is the pine woods orange grove of F. J. Packwood, who lives on a high shell mound on the banks of the river and has a bee ranch there. Mr. J. D. Sheldon lived here at the time the Indian war broke out. He used to go to St. Augustine once in three months for his supply of groceries and for his mail, making the trip outside in his open sail boat, a distance of over 60 miles. The main channel of the river which is tolerably straight to near Packwood's turns easterly and continues clear across among the marsh islands to the east bank of the river

a little north of Turtle mound. The water here is about 4 feet deep. About two miles south of Turtle mound is the new post-office.

Eldora, on the east side of the river. The beach ridge is here 3-4 of a mile wide and affords some excellent farming land next the river. Major Carpenter and Mr. Nelson have an apiary, also H. H. Moeller. Messrs King, Watson and Sohman have groves and gardens, Mr. Shryock, the postmaster, also has an orange grove, and five or more others have groves who do not reside there. The public school has about 15 pupils.

Oak Hill is the next village. It is on the west bank of the Hillsboro river, here called "The Lagoon." It has a post-office, 2 stores, a first-class hotel, the Atlantic House, built by H. J. Faulkner. J. D. Mitchell first settled here in 1866 and made two fine groves. Arad Sheldon formerly lived on the mound where the hotel stands.

The bee keepers are Marsh, Cunningham, Clinton, Adams, Howes and Fountain; these together with the apiaries above mentioned at Eldora amount to 500 or 600 colonies.

Oak Hill has a church which is a very creditable affair for a place of that size. Rev. Mr. Wicks, Congregationalist is settled there. There are in the public schools for whites 21 pupils, for colored, 9 pupils. Most of the settlers are from north and west. Hon. H. S. Adams, Assemblyman from Volusia Co., and Mr. Berry, are from Missouri. L. Allen, formerly from Boston; Messrs Hatch and Baker, from Maine. Thomas Adams from Mass.

W. C. Howes, P. M., is "up from the Cape," has lived in Boston, where Mrs. Howes taught music at the Perkins Institute; she has crossed the Atlantic several times. Mr. Goodrich, from Philadelphia is an old settler here, he and four sons have homes and groves a mile from the river. Several Texas families recently settled here, are making large groves. Holden of Swampscott, Mass., is making large additions to his grove. Henderson Williams, colored has a nice hammock grove. Counting up all on the main land, within five miles of the post office there are about 220 acres of orange groves, about one-fourth of which have borne fruit.

The Atlantic House at this place was built here with special reference to the convenience of sportsmen and tourists. Its management is first-class in every respect, and its good reputation is national.

From this place south to the Haulover is a body of excellent orange and vegetable land. Sanchez and Campbell, colored men, have made groves there worth several thousand dollars each. The vegetables raised there by Mr. Vann, are justly famous all along the coast.

La Grange has a post-office and store, four miles N. W. of Titusville.

Titusville, the County site of Brevard County, is pleasantly situated on the west bank of Indian river, at what was formerly called Sand Point, 10 miles below the Haulover canal. It is the terminus of the railroad from Enterprise, which connects it with the outside world. The steamer Rock Ledge and others run from this place to the various towns and

landings along the river. There are two hotels, the Land House and the Titus House. There are six stores, two saloons and a lumber yard. There is a school-house, and newspaper, the *Indian River Star*.

City Point, 15 miles south of Titusville, P. O. and one store.

Merritt's is a post-office on the east side of the river on Merritt's Island, 17 miles from Titusville. It has a school house.

Canaveral is a post-office at the light-house. The celebrated Burnham grove on the east bank of Banana river at the place where the peninsula is 5 miles wide.

Cocoa is on the west bank of the river 19 miles south of Titusville, and only a mile north of Rock Ledge. The territory between will no doubt eventually and soon be built up and become one place. It is only 3 miles from Steamboat landing on the St. John's river. This has been the usual route for freight and passengers to and from the Indian River. But the opening of the R. R. to Titusville changed all that. Steamers will run from Sanford to the landing back of Cocoa and Rock Ledge in winter for the accomodation of sportsmen and tourists. There are here 6 stores, a hotel and school house.

Rock Ledge. Situated on the west bank of the Indian River, opposite to Merritt's Island, 20 miles south of Titusville. The river here is a mile and a half wide. Small steamers can run up the St. Johns into lake Winder, to within three miles of this place, but its quickest route of transportation is

by steamers to Titusville, thence by rail road to everywhere. Good hotel accommodations here, Indian River Hotel, the largest on the river, post-office and stores. Three churches, viz. Episcopalian, Presbyterian and Methodist. Two schools of 25 and 20 pupils. Number of orange groves 40.

Georgianna has a post-office, boarding house and store on Merritt's Island, and is the center of a growing, and already thickly settled community. It is 25 miles from Titusville.

Eau Gallie at the mouth of Eau Gallie River, formerly Elbow Creek on the west bank of Indian River, 40 miles south of Titusville. At this point Lt. Gov. Gleason intended to have a canal cut through to Lake Washington on the St. Johns, a distance of about five miles. This was the place first selected as the seat of the State Agricultural College, and a building made of coquina rock was erected for one of the college buildings. This is the home of Lt. Gov. Gleason, who named the place. The town is opposite the lower end of Merritt's Island. The land here is underlaid with coquina rock which crops out on the river bank, making a bold deep shore. The place has a post-office, store and hotel, and a saw mill and quite a number of residences. There is a water power on the Eau Gallie river that might be used for mills or machinery. Good orange land can be had for \$25 per acre. The town should have been named *Gleason* in honor of the man who has been so active in settling and improving the place.

Tropic is at the lower end of Merritt's Island, post-

office lot, no stores or hotels. It commands a fine view of the west shore of Indian River and Banana River, which is 2 miles wide at that point.

Melbourne, situated 4 miles south of Eau Gallie, has post-office, two stores, two hotels. The water is shallow and the wharves are a quarter of a mile long. Quite a number of English settlers there.

Malabar. Situated 9 miles south of Eau Gallie, has a post-office, store, two hotels and several boarding houses.

Cape Malabar is usually supposed to be on the outside, extending into the ocean. It is a sandbar extending into the Indian River from its west bank, half a mile or so.

Micco. A post-office 16 miles south of Eau Gallie.

Sebastian. Situated on the west bank of the Indian River, which is here 3 miles wide, 65 miles south of Titusville, and 24 miles north of Indian River Inlet, and 8 miles north of Narrows P. O. and 5 miles from Micco P. O. The scenery on the St. Sebastian River is beautiful. This is the largest tributary to the Indian River, and is navigable for 7 miles. School a mile north of the post-office, with 25 pupils. The steamer Rock Ledge plies between Melbourne and Titusville, and intermediate landings. Rich hammock lands, both high and low, at prices varying from \$10 to \$150, according to location and quality. Plenty of fine fish and game. There is a store of general merchandise, a post-office, and boarding house, kept by S. Kitching.

Narrows post-office is 16 miles north of Indian

River Inlet and about 30 miles south of Eau Gallie. This is in the oyster region.

St. Lucie is a pleasantly located village on the west bank of Indian River, 3 miles south of the inlet, and 1 mile south of Old Fort Capron, and 45 miles north of Jupiter. It has a post-office, a store, and a first-class hotel, and a school of 30 pupils. The entire



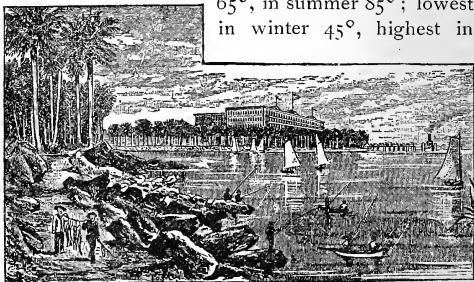
LOOKING SOUTH FROM WHARF ROAD, HAWKS' PARK.

bluff from Capron to *St. Lucie* River is settled up, so is Mount Elizabeth. Mr. James Paine, the post master here, has cocoanut trees in bearing.

Eden is 15 miles south of *St. Lucie*, has post-office, hotel and store.

Wave Land is a post-office kept in a private dwelling. The settlement is on the peninsula between

Indian and St. Lucie Rivers, and this peninsula is 2 miles wide and 4 miles long, covered with a dense semi tropical forest, of which some of the principal trees are mastic, india rubber, quassia, gum elemo, sea grape and pigeon plum. Soil sandy, but suited to such tropical fruits as have been tried there. Situated 20 miles north of Jupiter, and 2 miles from the Sea. Settlement commenced in 1880. Fine mild climate; average range of mercury in winter 65° , in summer 85° ; lowest in winter 45° , highest in



HOTEL INDIAN RIVER, ROCK LEDGE.

summer 95° . Disease is said to be almost unknown. The good land is on the river front. Half a mile or so back are the pine barrens that extend to Lake Okechobee. Good land is from \$15 to \$100 per acre, according to location and improvements. The settlers are making orange groves, but the raising of pine apples, and garden vegetables for northern markets is the chief industry.

Jupiter Light-house and Life-saving Station.

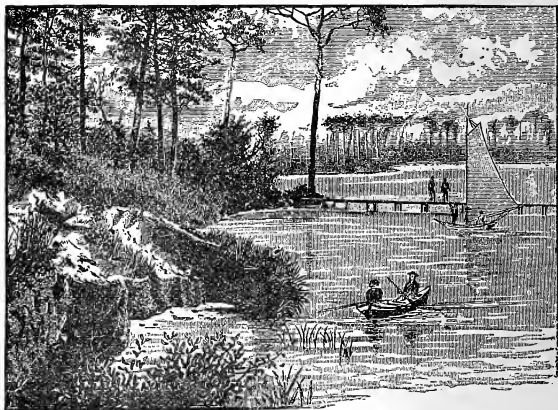
Passengers for Lake Worth by boat down Indian River, change here and go by stage the remainder of their journey.

Lake Worth, eight miles south of Jupiter, has post-office, two large stores of general merchandise, each of the owners having schooners which bring their goods, also lumber for the settlement, and carry away the various products to market. Thousands of bushels of tomatoes are shipped from here every winter, also various other vegetables. Mr. M. W. Dimick, an enthusiastic settler there, says: "No part of the globe can excel this section for health, and our Gulf Stream is our everlasting protection from frost, consequently we grow the finest fruits that grow under the tropics. And to sum all up (in a nut shell) Lake Worth is the Paradise of the world." The hotel, Cocanut Grove House, by Capt. E. N. Dimick, was crowded during the season of 1885-6; it was visited by parties from all the northern states and from Europe. A Mr. McCormick lately purchased A. Geer's place for \$10,000 and intends to build a splendid mansion there in the winter of 1886-7. Others are intending to build the same season. A fine school house has been built by the ladies' sewing society, the number of pupils being 20; several live too far away to attend the school.

When Mr. Dimick and his small colony settled there in 1875, the only three settlers on the lake were Wm. and Benj. Lanehart and Charles Moore; now the settlement numbers 163 souls. The old settlers have good buildings, and choice tropicals in

bearing. Price of land from \$20 to \$500 per acre, according to location and improvements.

Figula. A post-office on Lake Worth, seven miles south of Lake Worth P. O. The next post-office is *Biscayne*, on the west bank of the bay of



SCENE ON INDIAN RIVER.

that name, six miles north of Miami, and within half a mile of an arm of the Everglades.

Miami. The shire town of Brevard County ; at the mouth of Miami River, on west bank of Biscayne Bay ; perhaps the most common trading-post for the Seminole Indians, who live not far away. Everything will grow here, which perhaps accounts for there being but little raised. Lemons, limes,

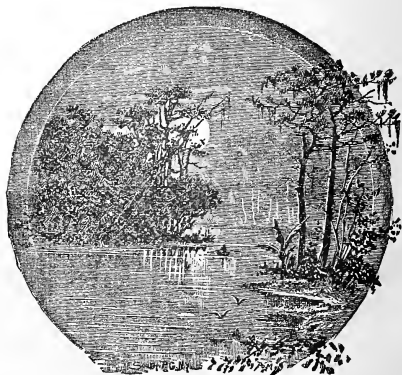
guavas grow without care or attention. It is to be hoped that missionaries will be sent here to the Seminoles. The kind required would be a man and wife intelligent enough to instruct the natives how to make decent cabins to live in; to use axes and hoes and other tools; to use water, soap and towels; to make clothing, and finally to teach them to read. The education should be purely secular and moral. This place is mentioned in the last chapter.

Cocoanut Grove. A post-office six miles south of Miami.

Cutter is a post-office and settlement at the "Indian hunting-grounds," on the west shore of Biscayne Bay, 10 miles south of Miami, and 10 miles from the Everglades. It has a tropical climate, and the tenderest West India fruits grow to perfection. The settlement is in township 55 south, range 40 east. With the best of lands, the best of climates, and a perfectly healthy location, it must eventually become the horticulturists' paradise.

One of the most important improvements on the East Coast is the establishment of life-saving stations and houses of refuge along the shore. At these there is kept always on hand a supply of provisions and blankets for the comfort of the shipwrecked sailors and others. Following is the life-saving service, 7th district: Frank W. Sams, New Smyrna, Superintendent; stations: 1st, Indian River, eleven miles north of the inlet, in latitude $27^{\circ} 40'$, Chas. A. Stockel, keeper, address Eau Gallie; 2nd, Gilbert's Bar, at St. Lucie Rocks, north of inlet, latitude 27°

12, keeper Samuel F. Bunker, St. Lucie ; 3d, Orange Grove, south end of Lake Worth, 32 miles south of Jupiter, latitude $26^{\circ} 27. 30$, kept by Stephen Andrews ; 4th, Fort Lauderdale, seven miles north of New River Inlet, latitude $26^{\circ} 8$, address Biscayne ; 5th, Biscayne Bay, ten miles north of Boca Ratons, Narrows cut, latitude $25^{\circ} 54. 10$, keeper John T. Peacock, Miami. Between these stations guide-boards are put up at every mile, telling the distance to the nearest station.



CHAPTER V.—SHIPWRECKS ON THE EAST
COAST.

“The breakers were right beneath her bows;
She drifted. a dreary wreck.

* * * * *

“She struck where the white and fleecy waves
Looked soft as carded wool.”

—*Longfellow.*

In 1866, when the mill company first began operations at what is now Ponce's Park, the old wreck of the steamer *Narragansett* was some distance inland from the shore. Since then the sand shore has been washed away, and the old wreck, though standing still as a light-house, now finds itself in deep water again. It must be now a half a century since the “*Old Narragansett*” went ashore. It was on a bright and calm summer morning; the passengers, consisting partly of ladies, bound for New Orleans, were all saved without any trouble. During the bluest times of 1867 or 8, when the old mill was idle—there was nothing to do and almost nothing to eat—there came a gale that brought a piece of the old wreck ashore opposite where the wreck stood; two portions drifted in at the inlet, and one stranded on the sand-bar above Pacetti's, and the other below his house one-half a mile or so. These were a real copper mine to us, for we got several hundred pounds of copper sheathing and bolts. The sheathing was in two layers, the sheets weighing 50 lbs. each. That was only a small portion of the ship's copper. There is probably several hundred dollars worth left there yet. At one time the Halifax and Hillsboro rivers each had their own channels. They

were known as the north and south channel. The north channel then ran considerably nearer to this old wreck. But however the channel and shore may change, the old wreck, now all gone but the boiler and stern post, keeps its place, and is a valuable landmark for mariners navigating the inlet.

Then there was one of Swift's schooners that was sunk on the north side of the channel. For some years portions of the hull could be seen, but a wooden vessel cannot long resist the action of the worms and the tide. Speaking of the schooner brings to mind the owner, of which, if a chapter should not be written, the East Coast history would be incomplete.

Perhaps the wreck most prominent in sight, and in memory of those who were there, in 1866-7-8 was that of the *Schooner Luella*, Capt. Burgess of Boston. She was of over a hundred tons burden, and had discharged her cargo on the bank at the old mill site (then how new and full of hope!), about 100 feet north of where the sea grape stands. The cargo consisted of the boilers and engine and all the machinery of the mill, brick for setting the boilers, and a stock of goods that cost over \$4000. In going to sea the captain undertook to cross the bar on a falling tide and with but little wind; a great many have made the same mistake. She touched on the south shore, and never got off. The sand filled in around her, and she stood high and dry for a long time, her tall masts answering as beacons and a warning to other sailors. Probably not a vestige of the wreck now remains in sight.

About 1868 the sloop *Martha*, belonging to Capt. Frank Smith of Indian River, capsized in a gale off the inlet and floated ashore on the south beach. Two men were drowned, and their bodies came ashore north of the inlet. The cargo of salted mullet in barrels was partly saved.

The steamer Lodona was wrecked a few years ago north of Cape Canaveral. The crew were all saved, and the country supplied with dry goods for several years. This was in the days of Col. Titus' administration of affairs in that locality.

About that time a vessel went ashore south of Cape Canaveral, with a cargo of rum and molasses from one of the West India islands.

A Norwegian bark loaded with mahogany went ashore a little above Green Mound a few years ago. The underwriter's agent, Mrs. Eells of Jacksonville, sold the vessel and cargo at auction, as is common practice when the vessel is insured. Wm. Jackson of Daytona and Doherty were the purchasers. They hauled the logs up on the ridge with a stationary engine, and took them across to the river on a tramway, where they were loaded and sent north. It is generally supposed that the profits realized on this venture were from \$15,000 to \$20,000. Within two or three years of that event a schooner loaded with pine lumber went ashore above Port Orange. A large quantity of the square and thick timber was resawed at Manly's mill. Somebody made money out of that. The most unlucky lot of wrecked mahogany lay scattered along the Halifax beach for twenty miles in 1866. The Mill Company, through

its agent, Mr. Fowler, gave Sutton \$600 in cash for it, then hired men to surf it down the beach and inside the inlet, paying the men \$2.00 a day and board and Capt. Green \$5.00 a day to oversee the work. When it was all safely inside and ready to be loaded on a schooner, the company was forbidden to ship the logs, as it was derelict property of the United States. Some legal process must be gone through with in the U. S. Court at St. Augustine. It was duly libeled in the court, after which it must lay a year and a day. But some months before this time was out there came a gale which changed the face of nature at the inlet, washing away nearly half a mile of the "north point" on which the mahogany logs were lying. These logs went everywhere, out to sea, and stranded on the south beach, and on the north beach, and up the Halifax, and up the Hillsboro. This was so discouraging that the company did not try to reclaim those they might. Two of them landed on Sutton's shore and he claimed them, and, I think, sold them to the company a second time. The loss to the company was over a thousand dollars.

On the beach opposite Hawks' Park there lies an old wreck of a small steamer that came ashore there without any passengers or cargo. It was a cheap affair, made by putting a small boiler into a scow or lighter, and probably broke loose from its moorings in the Bahamas.

Some time in the summer of 1878 or thereabouts, a man knocked at a door in Hawks' Park at about dusk, and asked for a drink of water. He was in-

vited into the house, and was followed by eight or nine other men. He was a steamboat captain, and these were his crew. Their steamer, the *Belle of Texas*, on her way from New Orleans, to run on the St. Johns, had just gone ashore in a high wind about two miles south of "Brown's trail," opposite Hawks' Park. The men were not only thirsty, but wet and hungry. As good a supper was prepared as the place would afford, and they went on to New Smyrna. All that was movable of this steamer was got off and sold at auction in New Smyrna. Some of the prices brought were as follows: a pair of \$25 Fairbanks' scales, \$1; an iron safe, locked and key lost, safe and contents, \$1; narrow excelsior mattresses, 25 cents each. The wooden portion of the boat was purchased and brought to the mainland by Hart and Mendell, and considerable of the painted finishing is still in their lumber yards. In this way nearly every house on the coast comes to be partly made or finished off with wrecked lumber or parts of wrecks. When a nice, painted, rather narrow door is seen in a rough, unpainted house or barn, one may be pretty sure it is from the cabin of a wrecked steamboat or schooner. A few houses near the beach are made entirely of such wreckage.

The schooner *Shell*, Capt. Mickells, a small vessel with a cargo of sour and bitter sweet oranges from Bisset's Hill and vicinity, where they had recklessly chopped down the trees to get the fruit, attempted to go out over the bar when the tide was falling, and went ashore in the north breakers, and the shore was lined for several days with wild or-

anges. The vessel probably was got off afterwards.

Capt. Miner Hawks bought several hundred dollars' worth of Sutton's oranges, agreeing to pay for them as soon as sold. The schooner carrying them got aground in passing out at the inlet, and the cargo was lost. Mr. Williams, a surveyor of Boston, and other passengers were on board, but got safely ashore. Perhaps hundreds of boxes of these oranges were carried by the tide up the Halifax, many of them lodging on Mr. Fowler's shore. He, being of a practical turn of mind in some things, planted many thousands of the seeds, and raised and sold and used several thousand dollars' worth of trees from them.

The schooner Dora Ellen, built by McDonald (McDaniel) at Port Orange, and sailed by Wm. Johnson, went ashore a mile above Port Orange. The cargo was saved and the schooner got off.

The saddest fate of any vessel and crew wrecked off our coast was the steamship Vera Cruz, which, with thirty passengers, men and women, and a full freight from New York, bound for Mexico, foundered in a storm thirty miles from the coast. The steamship broke in two and sunk; only six of the passengers and crew were saved. Several dead bodies came ashore on the Halifax Beach, and from St. Augustine south all along the beach were such goods as would float or could be driven ashore, such as tierces and cans of lard, barrels and tins of kerosene, furniture, passengers' trunks, life preservers, etc. This was about 1882.

The wreck of the Wilton, the company's schooner,

was a notable affair, not for anything thrilling or romantic, but from its effects on the affairs of the company. There was so much uncertainty about getting freight from Jacksonville or Savannah to the new colony that the company thought it best to have a vessel of its own. Accordingly the treasurer, Mr. Dennett, advanced the money and bought the small schooner Wilton, and Capt. Garvin, a bright and intelligent colored man, engaged as master. Several voyages had been made with uniform good luck. One Sunday morning in October, 1866, the writer arrived in Jacksonville on his return from a business trip north for the company. The Wilton was in port and in trouble; she had been trying new captains. One had engaged to go with all possible dispatch, but when he arrived at the mouth of the St. Johns River, there lay a Boston schooner wrecked, and a miscellaneous cargo of all sorts of goods strewn the beach, loose and in boxes and barrels. So the captain of the Wilton just picked up a deck-load of these goods, and put back to Jacksonville to dispose of them. Dennett dismissed him and hired another; this last captain got drunk and fell overboard and nearly drowned, before he got out to sea; he put back for personal repairs, and was also discharged. That was the state of things on the Wilton, and at the mill the people were suffering from hunger. Capt. Garvin had returned to town; he was engaged for the trip, and he secured the services of two Irish sailors, and with Levi Jones of New Hampshire as a passenger, we sailed on the day of our arrival. The voyage was pleasant and

prosperous until we arrived the next day at Mosquito Inlet too late to go in over the bar. Capt. Miner Hawks, with the life-boat and a crew of four colored men, came out to help pilot us in. Through the night we sailed off shore and on, to be ready to go in in the morning; but when morning came we were away south of Turtle Mound, and a gale was blowing from the northeast, constantly crowding us on shore. All day long we tried to beat up to the inlet, but in vain. It was nearly sunset when, finding we made no headway, we cast anchor, intending to lay to till the wind should lull. At first the anchors dragged and then parted, first one, then another cable. Captain Garvin then had the choice of two courses to pursue: he could run the vessel ashore, in which there was not likely to be much danger to life; or he could put out to sea, in attempting which there was danger of drifting on Canaveral reefs before we could get far enough out to clear them, as the mainsail was torn and disabled. We concluded to run ashore, and lose vessel and cargo if we must, and save our lives. The vessel's bow was headed straight for the shore toward the breakers; we struck the outer sand-bar, and quickly lightened the vessel by throwing off some heavy deckload; the schooner careened, slid over the ridge and in deeper water, righted again, and then sped on for the mad, wild breakers, for the tide was high. However great the hope of landing safely, there was no certainty about it, and enough of danger to make those few moments of thrilling suspense. Near the breakers the vessel struck again, careened over on

her side, and the next wave drove her so high up on the beach, that in wading ashore the water was scarcely waist deep, though the Wilton was of six feet draught. We were on the beach about four miles south of the inlet. Considerable of the cargo was saved, but almost ruined by being soaked in salt water and mixed with sand. But life was saved. How good the solid ground felt to the feet! How dear every tree and plant seemed! Even the tough scrub palmettoes were regarded with a tenderness never felt before—or since. That night, as we sat behind a sail, which we used to keep off the wind, and ate our supper, which we had cooked over a blazing fire of driftwood, and dried our wet clothes, we felt a nearer relationship to, and a warmer sympathy for, all shipwrecked mariners.

“Oft died the words upon our lips,
As suddenly from out the fire,
Built of the wreck of stranded ships,
The flames would leap and then expire—
And as their splendor flashed and failed,
We thought of wrecks upon the main,
Of ships dismasted that were hailed,
And sent no answer back again.”

CHAPTER VI.—HOW TO MAKE MONEY ON THE EAST COAST.

“Let me be quickly rich.”

Go into the orange business ; raising the fruit, or raising nursery trees, or making groves to sell. There are fortunes in any and all of these. It so happens that the most profitable business in the line of fruit culture is the raising of the most delicious fruit, which is produced by one of the most beautiful and fragrant of trees. The following tribute to the orange was pronounced by Mr. Fowler, one of our “coastwise” orange-growers, at the Florida Fruit Growers’ Association, in an address before that body. It is a most truthful, eloquent and poetic statement. “Of all the fruits, we unhesitatingly pronounce the orange *queen*. Behold the perpetually green foliage besprinkled with snow-white blossoms of sweetest perfume, or adorned with luscious fruit, whose color is shared only by the most precious of metals, and reflected from the sun-kissed raindrop ! Called from her native forests in the East, this queen comes forth in the glory of the morning sun to open and adorn a day of horticulture more brilliant than any fabled golden age of the past. Its culture may not only be regarded as a *fine art*, but as a *Divine art*.”

HOW MEN WITHOUT MONEY MAKE A START IN THE BUSINESS AND ACQUIRE A COMPETENCY.

There are many ways. A man may enter a homestead of government land and plant orange seeds, making a nursery, so that, by the time the ground is ready for the grove, he has the trees with-

out any appreciable cost. A poor man can probably make a thousand dollars in the quickest way by raising a nursery of sour seedlings, and budding with the choicest varieties of orange and lemon. Trees that have cost six cents apiece often sell at 50 cents to 75 cents each. Our nurserymen make trees bear in four years from the seed by budding the seedlings at one or two years old. In case a man wants to stay nearer a town than he can find a homestead, he could begin somewhat as follows :

First, he may bargain for four acres of best orange land at \$100 per acre, which he can always get on credit somewhere. Next, he must make arrangements for boarding, which will cost about \$13.50 per month. With wages at \$1.50 per day, suppose it takes nine days every month for his board, it leaves seventeen days in which he can work for himself every month. Supposing his land to be the heaviest hard-wood land, it will cost him nearly two months, or 34 days, to chop two acres and prepare it for piling. Then it will take, say, 25 days' work to pile the logs, burn the brush, and make a log fence around the field. Next, 200 budded trees are needed, at 50 cents each, making \$100; to pay for the trees and setting out will use up over four months' time, let us suppose seven months in all, leaving five months of the first year, at about \$25 per month, which may be partly devoted toward paying for the land; say he pays \$100. The second year he can set out two acres more, and work his young grove, and have four months' time, or \$100 to pay on the land. In the third year he may work

his groves and pay up for the land. The fourth year he may lay up his wages, which amount to \$300, deducting the cost of clothing, for which we have not before made any allowance. Now let us take an inventory of this poor man's estate at the end of four years :

2 acres of trees over 3 years set out,	\$2,000
2 acres of trees over 2 years set out,	1,000

Total (not counting wages of 4th year) \$3,000
 This grove will increase in value every year for ten years, when it may be worth ten thousand dollars. In this estimate no account is taken of groves that the man might continue to set out just as well after the fourth year. Many cases can be mentioned where results equal to the above have been attained, and there is room on the East Coast for several thousand more! Money is of great advantage in making a beginning, but it is not a necessity. Land of the best quality can be had much cheaper, say from \$25 upward per acre, by going further from the villages. Here is what may be done with the ready money. Starting with ten acres hammock :

Clearing and fencing with palmetto logs 10 acres,	\$500
1000 budded trees and cost of setting out, say,	500
Labor taking care of grove at \$20 per acre per annum, 5 years,	1,000
Interest on first year's outlay for 5 years,	300

Total outlay, not including land,	\$2,300
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Such a grove would be worth in five years from \$10,000 to \$15,000. The real value of an orange grove is ten times the clear profit of its annual crop. Stories are told of groves producing a net profit of \$2,000 per acre per year. If a grove should do that, it would easily be worth \$20,000 per acre. This last estimate will remind the reader of the story of the golden mountain that could not be looked upon in daylight, mentioned in the first chapter. Probably the safest and the best way for both the rich and the poor man is to operate together. The capitalist finds the land, a house, and rations for the laborer, who makes and takes care of a grove of ten or twenty acres as they agree upon, and after a certain time divide equally; the only difficulty being, at the start, to find the right parties—but it has been done, and can be done again.

But there are a variety of industries by which a man may get a start in life and make a handsome competency on the coast. At Lake Worth and to the southward *pine apples*, *bananas* and *cocoanuts* all do well, and hundreds of acres of the beach ridge next the ocean are already planted in cocoanuts. *Guavas* may be made a profitable crop on Indian River, and Mitchell does well with them on the Halifax, notwithstanding an occasional frost that cuts them down. *Sweet potatoes* are a profitable crop. John Fozzard raised a thousand bushels one year at Port Orange, and sold them at \$1 a bushel. By selecting the best land, either pine or hammock, and giving them proper culture, 300 bushels to the acre may be raised, though 100 bushels is probably

nearer the common crop. *Figs* might be made a profitable crop. *Strawberries* do finely, and will ripen from December till June. In the winter they bring fifty cents per quart in New York and Boston and other large cities. There is no reason why *sugar-cane* should not be profitable, but its cultivation has not been much practiced on the coast since the Indian war. *Rice*, even on upland moist enough for corn, does well, and would be more profitable than corn for forage, as sixty bushels to the acre can be raised. *Garden vegetables* do well, but are not very commonly raised. *People forget to plant!* Poultry of all kinds do extremely well here. Hens are easily kept, and lay well. Eggs bring thirty cents per dozen all winter. Stock-raising is profitable. Investments in cattle double every three years. At present the stock runs wild, and are taken no pains with, except to mark the calves. Thousands of head of cattle are raised in the flat woods and prairies along the Kissimmee, and all along west of the spruce pine belt that skirts the low hammock. The market is in the West Indies. The cattle are driven to Punta Rassa in southwest Florida, and shipped from there to Cuba, some stockmen having as many as 20,000 head. *Hogs* are profitable, requiring but little corn just before killing. The late Hon. W. S. Abbott of New Smyrna raised one year a ton of pork, which he estimated cost him not over a cent a pound; but it always sells, fresh or salt, as high as ten cents per pound.

Bee culture has of late grown to be an important industry on the East Coast. Some of the main

honey-producing shrubs and trees are the saw palmetto, the palm tree, the orange tree, and the mangrove that covers the salt marshes and overflowed marsh islands along the tidal rivers at Mosquito Inlet and southward. The bass wood (wahoo) and many other trees and plants in the low hammocks and savannas furnish good bee pasturage. On the Hillsboro River, within a length of twelve miles, there are more than a thousand colonies of bees. One of the most methodical and successful of the apiarists on the coast is Wm. S. Hart of Hawks' Park, one of the vice-presidents of the North American Bee Keepers' Society. The smallest yield per hive on an average right through the apiary was in 1883 130 pounds of extracted honey. The largest yield of a single colony was 200 pounds. The honey raised in this neighborhood has drawn all the premiums at the State Agricultural Fairs, and some at the World's Fair at New Orleans; the largest share of these honors having been captured by Mr. Hart.

As to going to Florida to get work, I should not advise it. Wages are not as high there as at the north. The usual rate on the coast is from \$1.25 to \$1.75 per day, or \$1.00 with board. Any man who is contented to work for other people all his life will probably earn more money, and with it obtain more luxuries, at the north than in Florida. The citizens of the East Coast are hard-working, industrious people, but they do not belong to that caste known as the working class, who earn their bread every day before they eat it, and never lay up anything

ahead. Every man on the coast is a land-owner, and the poorest worker there expects some day to be able to work for himself. There is plenty of land there to be had for the taking of a government homestead, or that may be purchased at \$1.25 per acre, and from that price all the way along up to \$150 per acre. Rent and clothing cost but little, and wood costs merely the chopping and hauling. Provisions that must be bought at the stores are about the same price as at country stores in New England. With this preliminary statement, it may fairly be said that there is probably no place in the world where an industrious, economical and sober man, with or without a family, can begin without a dollar, and so surely and so quickly raise himself into independent and easy circumstances, as on the East Coast of Florida.

CHAPTER VII.—CLIMATE AND HEALTH.

“Throw physic to the dogs.”

Perhaps the best idea one can convey of the winter climate of Florida is to compare it to October in the northern states. The warm and summer-like days well represent the southern portion, while the occasional frosts and cooler days represent the northern portions of the State. There are perhaps thirty or forty days in winter when a fire is agreeable, night and morning, in the latitude of New Smyrna (29 degrees); farther north more days would require a fire; farther south less would be required. The earliest settled portion of the coast and the state was St. Augustine. At this point very full observations have been taken by three different nations of observers, and all agree in giving it the highest praise for general healthfulness, for residents, for soldiers in barracks, and as a health resort for invalids. “From the records contained in the Spanish Archives at St. Augustine, we learn that the mean temperature of the winter months for 100 years averages a little over 60°, and of the summer months 86°, Fahrenheit. Constant mention is made of the daily recurring sea breeze, which cooled off the after part of the day, and gave a delightful atmosphere for nightly rest.” “One of the great virtues of the Florida climate is, that nearly all the rain falls during the productive season of the year, and that during the winter months, when rains are but little required, they seldom fall. The reverse of this occurs in Texas, California, Oregon, and in nearly all the Mexican States.” Surgeon General Lawson

observes: "Indeed, the statistics in this bureau demonstrate the fact that the diseases which result from malaria are of a much milder type in the peninsula of Florida than in any other State in the Union." "The general healthfulness of many parts of Florida, particularly on the coast, is proverbial." [From J. S. Adams' Florida: Its Climate, Soil and Productions. Jacksonville, 1869.] The following is from the article "Florida" in the Encyclopedia Britanica: "The winter climate of the Gulf Coast is more rigorous than that of the Atlantic." "Statistics show the State to be one of the healthiest, if not the healthiest, of the United States, and its resident population is largely increased in the winter months by invalids from the North seeking a more genial clime."

Dr. A. S. Baldwin of Jacksonville, President of the Medical Association of the State of Florida, says in the summary of his address before the Association on the Climatology of Florida: "In regard to *temperature*, that has been found excessive in neither extreme throughout the entire year, but quite equable. Atmospheric disturbances are not as frequent here as either north or south of us, for our equable temperature has been shown to have an astronomical cause which gives us less heat in summer, and less cold in winter, than in northern latitudes. The humidity of the atmosphere has been shown to exist to such an extent as to prevent those extreme diurnal variations of temperature which are inimical to both comfort and health, and, on the other hand, the absolute amount of water in the atmosphere is too

small to render it objectionable to even delicate lungs. The fall of rain occurs principally in showers during the summer and autumn, when the agricultural interests most require it. The winter is the driest season. We have on an average about twenty clear days in the month, or about two hundred and forty in the year."

Bernard Romans, an English physician who lived at St. Augustine, published a history of Florida, in 1776. He writes: "Dr. Mackenzie has said much of the effect of the air in producing mould rust, etc.; but though this is manifest at St. Augustine, yet there is not a healthier place than this in this quarter. The inhabitants enjoy sound health and reach great longevity, and invalids resort hither from Cuba as to another Montpelier."

As a winter resort for invalids and tourists, Florida has been compared to Italy and other portions of the south of Europe, and always with a preponderance of testimony in favor of this State. In the July number of the *Semi-Tropical* for 1876 is an interesting review of Dr. Tusseg's work on Rome as a winter resort, by Solon Robinson. In every point claimed by Dr. T. in favor of Rome, Mr. Robinson shows, by reference to statistics, that the climate of Florida is fully equal, and in some respects superior, to that of Rome. In the November number of the same volume of the *Semi-Tropical*, T. Elwood Zell of Philadelphia gives a very interesting chapter of his experience. He says: "From these facts, there can be little question as to the great superiority of Florida as a winter resort; greatly superior to

any climate one can find in southern France or Italy, and even superior to the far-famed Egypt."

Consumption and other diseases of the lungs and air passages are much more common in the Northern than in the Southern States. In the States of Maine, New Hampshire and Vermont nearly one-fourth of all the people die of consumption. In Vermont, where the death rate from this disease is highest, the ratio is over 24 per cent., while in Georgia it is only 2.80 per cent. and in Florida 4.61 per cent. The greater per cent. of mortality in Florida over that in Georgia is accounted for by the greater comparative number of incurable cases which are sent to Florida as a last resort. In going southward we find the death rate from consumption gradually and steadily decreasing from Vermont to Florida, where it is the lowest. Taking all the disorders of the respiratory organs into account, which would include, besides consumption, pneumonia, pleurisy, asthma, croup, bronchitis, etc., they amount in Vermont to 28 per cent. of all the deaths, and in Florida to only 11 per cent. In order to have a perfectly fair and reliable table of statistics of the comparative mortality, North and South, of various diseases, such table should show where the persons treated of were born; whether residents or transient visitors. It is not claimed that the advantage of Florida climate over that of the other States is wholly or largely in consequence of its greater warmth, but rather on account of the evenness of its temperature—the absence of sudden and great changes from heat to cold, and the reverse. Although changes of temperature do

of course occur here, they are not nearly as great and not nearly as common as in any of the other States. This is accounted for by the fact that Florida, especially the south end, comes so near being an island; it being surrounded on all but the north side by water. Another cause of the evenness of the Florida climate is the nearness of the Gulf Stream to the coast. This great ocean current of warm water from the Mexican Gulf has a very marked effect upon the temperature of the southern portion of our coast. Besides the equability of the temperature of the coast, there is the greater amount of sunshine here than elsewhere that invites and permits the invalid to exercise in the open air, owing to the great number of clear, sunshiny days. These average about twenty a month, or 240 in a year, as just quoted from Dr. Baldwin. Volney, in his "View of the United States of America," mentions that at Salem, Mass., there were 175 fair days in a year, while the average of 20 cities of Europe showed only 64 fair days in a year. The advantage of our Florida climate is not so much in the extra warmth of the atmosphere as in the evenness of temperature and this abundance of clear, fair weather. The pure out-door air is so much better for the invalid than the close, heated rooms in cold climates, where the air is vitiated in the first place by hot stoves and furnaces. and then by several persons breathing it over and contaminating it still further. Another advantage of the coast belt is the dryness of the surface soil for residences. An elevation of ten to thirty feet above tide-water secures a good

drainage, owing to the porous nature of the soil. The high hammock belt that forms the west bank of the coastwise tidal rivers, on which most of the population of the whole coast reside, although nowhere over forty feet above the sea, is probably dryer than much of the highlands of the Carolinas that are 4000 feet above sea level. Springy and clayey districts, though elevated, are still damp. It is highly probable that the damp cellars so common all over the North are a fruitful source of disorders of various kinds. There are no cellars in Florida.

Opinions vary on the question as to the best climate for consumptives. Most notable among the scientific inquirers who favor more elevated regions is Dr. Henry O. Marcy, late Surgeon U. S. A., now President of the New England Genealogical Society, Boston. He has spent a summer in the mountain region of North Carolina, and has written a pamphlet advocating the mountains on account of the great purity of the air, and its freedom from the ferments that are liable to exist in low, moist and hot localities. Perhaps the mountain air is better in certain stages of lung disorders than the low coast. It will require considerable intelligent observation to settle the matter definitely. Meantime we may safely fall back on our statistics of the facts so far as they have already been observed. While the proportion of deaths from lung and throat diseases to the whole number of deaths in Florida is 11 to the 100, in North Carolina the proportion is 16 to 100.

CHAPTER VIII.—THE EAST COAST FOR
RECREATION.

The natural formation of the coast fits it peculiarly as a haunt for salt water fish. The tidal rivers along the coast, with inlets from the sea at occasional intervals, will insure a constant supply until the ocean itself is exhausted of its stock. Among the famous men who have fished in these waters are General Spinner, the U. S. Treasurer; also a brother of James Freeman Clarke of Boston—guests at the Ocean House, New Smyrna. A large book could be filled with voluntary testimony in favor of the fishing and hunting grounds of the East Coast. But few extracts will be given.

“All this portion of the State is exceptionally attractive, with a fine climate, excellent sea beaches, rich soil, and a varied capacity for production.”* Mr. Samuel C. Clarke of Boston was a constant visitor to the coast at Mosquito Inlet, stopping at the Ocean House, New Smyrna, but mostly at Pacetti's on the Halifax, a mile north of the inlet. He has published a book on the subject of the fishes on the East Atlantic Coast, illustrated with several engravings. This is rather a portion of a book, in connection with J. A. Allen, on the mammals and winter birds of East Florida. In his book Mr. Clarke mentions B. C. Pacetti as one of the oldest and best fishermen of that region. He should have left out the words “one of,” as Mr. P. has no equal on the coast.

*Florida. For Tourists, Invalids and Settlers. By George M. Barbour, 1882.

Here is an extract from Mr. Clarke's journal of fishing there, which he kept for ten years :

1870.	No.	Weight.
Sheepshead,	109	436 lbs.
Red bass,	40	202 "
Salt water trout,	6	24 "
Snappers,	6	18 "
Cavalli,	6	22 "
Groupers,	7	28 "
Catfish,	24	120 "
Sharks and rays,	25	150 "
Total,	213	1006 "

Hand line, 27 days.

1876.	No.	Weight.
Sheepshead,	90	340 lbs.
Red bass,	60	311 "
Groupers,	9	37 "
Snappers,	7	22 "
Salt water trout,	15	44 "
Pig fish,	44	41 "
Whiting,	98	56 "
Black fish,	125	60 "
Cavalli,	4	15 "
Sailors' choice,	187	71 "
Rays, sharks, cats, etc.,	40	342 "
Total,	679	1339 "

37 days, rod and reel.

1881.	No.	Weight.
Sheepshead,	37	185 lbs.
Red bass,	25	128 "
Groupers,	5	21 "
Snappers,	5	16 "
Cavalli,	6	22 "
Lady fish,	4	10 "
Trout,	8	33 "
Black and blue fish,	25	18 "
Whiting,	32	19 "
Catfish,	62	305 "
Shark and rays,	3	108 "
Total,	213	862 "

21 days, rod and reel.

Mr. Clarke says the channel bass weigh from 1 to 50 pounds. He says, also, that some species of fish which occur along the coast from Cape Cod to Florida figure under different names at almost every degree of latitude, such as the striped bass, or rock fish, also called blue fish, horse mackerel, skip jack or tailor fish. Mr. Clarke, who has had fifty years' experience from Canada to Florida, says: "Nowhere in our broad country can the angler find a greater variety of game, or more or better sport than on the coast of Florida."

Romans' History of Florida gives the following list of fishes as occurring on the Florida coast:

"King fish, barraconta, tarpon, bonito, cavallas, silver fish, jew fish, rock fish, grouper, porgy, red, grey and black snapper, grunts, mangrove snapper, hog fish, angel fish, morgate fish, dog snapper, yellow tail, mutton fish, mullet, murray, parrot fish, sprout, red and black drum, bon fish, sting ray, shark, and an immense variety of others."

When the mullet run in schools they are easily captured with the cast net, and it is not uncommon for two men to load a dory in a few hours. This fishing with a rod and reel, and keeping a record of the weight, and even of the time taken in bringing a large one "to gaff," answers very well for those who can afford the luxury of a guide and boatman, and who fish only for sport; but the laboringmen on the coast take a more practical view of the matter, and capture the fish to eat. Besides taking them in the Spanish cast net, a favorite way is fire fishing. A torchlight is hung out over the bow of a boat, one

man in the stern to pole the boat, another stands in the centre of the boat, spear in hand, to capture the fish that are attracted to the light. In this way they capture half a bushel in a little while, of a variety, but rarely think it worth while to count or weigh them. It is common for men to come over from the St. Johns or from the interior of the county with carts, and load up with fish, which they buy of the fishermen and salt in barrels, for their annual family supply.

Every kind of fish in the sea at the various latitudes of the inlets frequent the salt water rivers as feeding grounds, and may be captured. Nearly every kind named above are distributed all along the coast.

Mammals and Birds.—The great forests of the coast belt are favorite resorts for a great variety of wild animals, and birds. From J. A. Allen's "Mammals and Winter Birds of East Florida," the following list is copied: *Mammals.*—Panther, bay lynx, gray wolf, gray fox, mink, otter, common skunk, little striped skunk (polecat), raccoon, Virginia deer, manatee, red Carolina manatee, Georgia manatee, mole shrew, southern fox squirrel, grey squirrel, salamander, brown rat, white-footed mouse, golden mouse, ricefield mouse, cotton mouse, wood rat, cotton rat, pine mouse, gray rabbit, marsh rabbit, opossum.

Birds of East Florida Coast.—From the bulletin of Museum of Comparative Zoology at Harvard College, Cambridge, vol. 2, No. 3. Names marked with the asterisk (*) are constant residents; the

obelisk (†) denotes a winter visitor. † Winter robin, † olive-backed thrush, † hermit thrush, † Wilson's thrush, * brown thrush, * cat bird, * mocking bird, * blue bird, † ruby crowned ringlet, † golden-crested ringlet, * blue gray gnat catcher, * black-capped titmouse, chickadee, * crested titmouse, * common wren, † Carolina wren, † winter wren, † black and white creeper, blue yellow-backed warbler, † orange-crowned warbler, * pine warbler, † yellow red-poll warbler, * prairie warbler, † golden-crowned wagtail, † water wagtail, * Maryland yellow-throat, † white-bellied swallow, † bank swallow, † solitary vireo, * white-eyed vireo, † red-eyed vireo, † cedar bird, * loggerhead shrike, † yellow bird, † Savannah sparrow, † chipping sparrow, * field sparrow, † white-throated sparrow, † long sparrow, † swamp sparrow, † fox colored sparrow, † sea side finch, † sharp-tailed finch, † Henslow's sparrow, * pine wood sparrow, * cardinal bird, * cherwink, † cow blackbird, * red-winged blackbird, * meadow lark, † rusty grackle, * purple grackle, * boat-tailed grackle, * crow, * fish crow, * blue jay, * Florida jay, † pewee, * kingfisher, * chuck wills widow, * whip poor will, * ivory bill woodpecker, * pileated woodpecker, Henry woodpecker, * downy and red cockaded woodpecker, * red-breasted woodpecker, * Carolina parakeet, * turkey vulture, * black vulture, † duck hawk, † pigeon hawk, * sparrow hawk, * sharp-shinned hawk, * cooper's hawk, * red-billed hawk, * red-shouldered hawk, * marsh hawk, * white-headed eagle, * king buzzard, * great horned owl, * mottled owl, * barred owl, * short-eared owl, * barn owl, * ground dove, * mourning dove,

*wild turkey, *quail, *black-bellied plover, golden plover, *Kildee plover, *Wilson's plover, †semi-palmated plover, †piping plover, †oyster catcher, †turnstone, *woodcock, *?snipe, †sanduling, †red-backed sandpiper, †semi-palmated sandpiper, †least sandpiper, †white-rumped sandpiper, *willet, †yellow legs, *spotted sandpiper, *marbled sandpiper, *marbled godwit, †Hudsonian curlew, †Esquimaux curlew, †long-billed curlew, *black-necked stilt, †avoset, *brown crane, *marsh hen, *clapper rail, †Virginia rail, †Carolina rail, †yellow rail, †coot, *Florida galinule, *purple galinule, *heron, *Beals' heron, *little white heron, *white heron, *blue heron, *small bar heron, *little bittern, †bittern, *green heron, *night heron, *gannet, *white ibis, glossy ibis, *crying bird or limpkin, †mallard, †black duck, †pintail duck, †green-winged teal, †red-breasted teal, †blue-winged teal, †shoveller, †baldpate, *wood duck, †scarp duck, †red-head, †butterball, †ruddy duck, †hooded merganser, *white pelican, *brown pelican, †common ganet, *booby ganet, *Florida cormorant or snake bird, *water turkey, †Wilson's stormy petrel, †greater shearwater, †herring gull, †ring-billed gull, *laughing gull, †Bonaparte's gull, †marsh tern, *royal tern, *common tern, †Arctic tern, *black skimmer, †loon, †thorned grebe, †Carolina grebe.

Here is a variety of game, if that is w^l t is wanted, and the most exacting sportsman may be satisfied.

CHAPTER IX.—ON THE OTHER HAND.

“Nothing extenuate, or set down aught in malice.”

With the abundant facilities for securing health, wealth and enjoyment, every citizen of Florida should be healthy, rich and happy; but, alas! this is not the case. Providence has not gathered all the advantages in any single locality; they are pretty fairly divided. There are disadvantages and annoyances everywhere; and that, of course, includes Florida. Immigrants from the West must not expect to find all the land as rich as a prairie, and corn so cheap that it may be used for fuel; those from New England will not see the apple orchards in blossom, nor the fields of red clover. All these must not be expected in addition to what they find there. These are exchanged for semi-tropical products. The apple, pear, and other peculiarly northern fruits are replaced by the orange, lemon, lime, guava, pine-apple, banana, and others. Notwithstanding all that has been said and written about the frosts and the cold in Florida, the occasional cool weather of winter is one of the greatest surprises to the visitor. People seem to expect, when they reach Florida, that the climate is absolutely perfect, and they grumble at the days that are too warm or too cold. Frosts occur every winter across the northern part of the State as early as the middle of November, so that sweet potato vines, corn or sugar-cane are very likely to be killed by that time. Further south the frosts come later, lighter, or not at all usually. When the orange and lemon trees are dormant, they will stand a hard freeze; but the banana

and pine-apple are about as tender as corn. The greatest degrees of cold that have been known in the history of Florida were in 1835, in February, when the orange groves at St. Augustine were killed, and that of January, 1886. These do not occur once in a generation.

The frost of 1886. On Saturday and Sunday, the 10th and 11th of January, there was a strong wind from the northwest—the wind that always brings our hardest frosts. On Sunday morning, at Mosquito Inlet the mercury stood at 22°—the lowest on record in that region. The crop of oranges remaining on the trees was frozen; some so solid that no juice flowed when they were cut open. Pieces of ice taken from a tub lay on the ground all day without melting. Fish of all kinds in the river were so chilled that they were left on the shores and sandbanks as the tide went out, and died there, and cartloads of them lined the shores. Lime and guava trees were killed to the ground, also bananas and pine-apple plants. Lemon trees shed their leaves like apple trees, and it was a rare wintry sight to see the bare branches of the lemon trees, and the ground covered with their yellow leaves. But the trees were not killed. Some of the branches were so injured as to need pruning. The blossoms the following spring did not mature into fruit. Healthy orange trees were not frozen, and did not shed their leaves. Young, tender buds and sickly, yellow-looking nursery trees were killed. This injury to the trees extended from about the latitude of St. Augustine southward to Indian River Inlet. It was

not like a frost in a still night, which sometimes appears in streaks east and west, leaving regions north of it untouched. This made a clean sweep.

Insects are more troublesome in warm than in cold climates. Mosquitoes are well known everywhere in the United States; but they are generally more plentiful on the coast than in the interior. Mosquito nets are required for comfort in the summer all along the coast from New York city to Key West; and being safely protected under a net, it does not matter so very much whether there are two or twenty trying to get inside. Sand-flies on the East Coast take the place of black gnats in the interior of the State or at the North; or the "No see 'ems" in the Maine woods. They cannot stand the sunshine or the wind, and a very little smoke drives them away. Horse-flies are very troublesome for a few weeks. Eternal vigilance is the price of freedom from cockroaches and ants. As to heat, there is as hot weather in Canada as in Florida; but in the latter there are more hot hours and more hot days than in the former. The trade winds from the southeast are cool and refreshing from the sea all through the summer. In the shade it is always cool on the coast. The difference between sun and shade is more apparent here than it is at the North.

The term *malaria*, signifying bad air, has a very wide range of application. But in the South it is understood to be a peculiar bad air, or substance in the air that produces fever and ague, the chills, chill and fever, as the disease is variously called by the

country people. It is not known what this peculiar substance is, but it is inferred, from certain facts that are known about it, that the cause of chills and fever is a microscopic plant or spore that, under certain conditions, rises from the ground and floats in the atmosphere. It is worse in dry seasons than in wet. It is worse in newly-plowed, rich ground, and on the margins of rivers and creeks when their muddy banks become dry and exposed to the heat of the sun. Swamps and ponds covered with a growth of vegetation, such as grass and bushes, are supposed not to produce the fever. In Volusia County, eighteen miles from the coast, Mr. Osteen's family is healthy, although living close on the border of extensive ponds. People who live on the St. Johns River in summer and get the chills, whole families at a time, by removing to Mr. Osteen's recover rapidly. This malaria does not originate on salt water streams and marshes, in dry, sandy land, or on the seashore. Persons who have had ague and fever in Illinois and Ohio say that the disease in Florida is of a much milder type. Consumption, catarrh, typhoid fever and diphtheria, which are almost wholly confined to cold climates, and which every winter sweep off whole families, have no counterpart in the South. Several of these are more to be dreaded than yellow fever, which only occurs at long intervals.

CHAPTER X.—ROUTES TO, AND ALONG THE EAST COAST.

“Where there’s a will there’s a *way*.”

On account of the peculiar conformation of the Eastern Coast of Florida, and the thinly settled condition of the country bordering on the coast belt, there are comparatively few direct roads between the coast and the interior, and these are mostly at the north portion of the coast, rarely occurring south of Titusville. The St. Johns River is a great arterial trunk, carrying the trade of its region to and from Jacksonville as the great pulsating commercial heart of the State. For more than 200 miles it runs nearly parallel with the East Coast, and to it the roads radiate from various points on the coast. From Fernandina, the most northerly town on the coast, a railroad extends across the State to the Gulf of Mexico; also a railroad to Jacksonville. From St. Augustine the Jacksonville, St. Augustine and Halifax River R. R. extends to Jacksonville, a distance of forty miles; and the St. Johns R. R. reaches Tocoï on the St. Johns River, fourteen miles; and another railroad extends to Palatka. Common roads reach out in various directions from St. Augustine, and touch the St. Johns at several points, as at Jacksonville, Mandarin, Picolata, Orange Mills, Federal Point and Palatka. A railroad extends from the new popular watering-place, Pablo Beach, which is north of St. Augustine, to Jacksonville. Roads from Matanzas extend to Orange Mills and the towns near by on the river. From Daytona and Ormond on the Halifax the “White” R. R.

reaches across to Rolleston, opposite Palatka, connecting with the Jacksonville, Tampa and Key West R. R. for all points north or south on that road. From New Smyrna the Blue Springs, Orange City and Atlantic R. R. reaches the St. Johns River at Blue Springs. From the Tomoka River the Halifax and New Smyrna country roads lead out to Volusia, Spring Garden, DeLand, Orange City and Enterprise. A branch of the Jacksonville, Tampa and Key West R. R. connects Titusville on the Indian River with Enterprise on the St. Johns. South of Titusville there are very few roads to the interior.

Passengers from Georgia, South Carolina, and the States joining these on the west, have choice of several railroad lines to Jacksonville, or of steamboat route from Savannah or Charleston. Steamships run to Savannah from Charleston, Baltimore, Philadelphia, New York city and Boston. From Savannah to Jacksonville the ride by rail is only about seven hours. The price of cabin passage from Boston to Jacksonville is \$25, via Savannah S. S. Co. or New York and Charleston line, including meals on ocean steamers. The Charleston steamers run up to Palatka, stopping at all intermediate landings. In coming to Florida, it may be a disadvantage to buy a ticket to a point beyond Jacksonville, because the usual local rate is added to the price to the last-named place; whereas the local rates on the St. Johns are frequently cut down in consequence of so many competing lines. There is direct communication between New York city

and the East Coast, at Fernandina, by the Mallory line of steamships; also, a direct line of steamships between New York city and Jacksonville—the Clyde S. S. line, established in November, 1886. Passengers from west of the Mississippi River can reach the Miami coast via New Orleans and Key West. Passengers for the East Coast, from Jacksonville, have choice of several routes: 1st, by steamer Peerless to New Smyrna, thence by river steamers north or south; 2nd, by rail to Ormond or Daytona on the Halifax, thence by river steamers, mail wagon or mail boats, north or south; 3d, by rail to St. Augustine, thence south by mail wagon; 4th, to Enterprise or towns near, on the river, by steamboat, or by J., T. & K. W. R. R., thence across by carriage to the coast; 5th, to Titusville by rail, thence north or south by river steamers or sailboats.



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